

## Norman City Council

# The Norman Comprehensive Transportation Plan (CTP)

March 18, 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

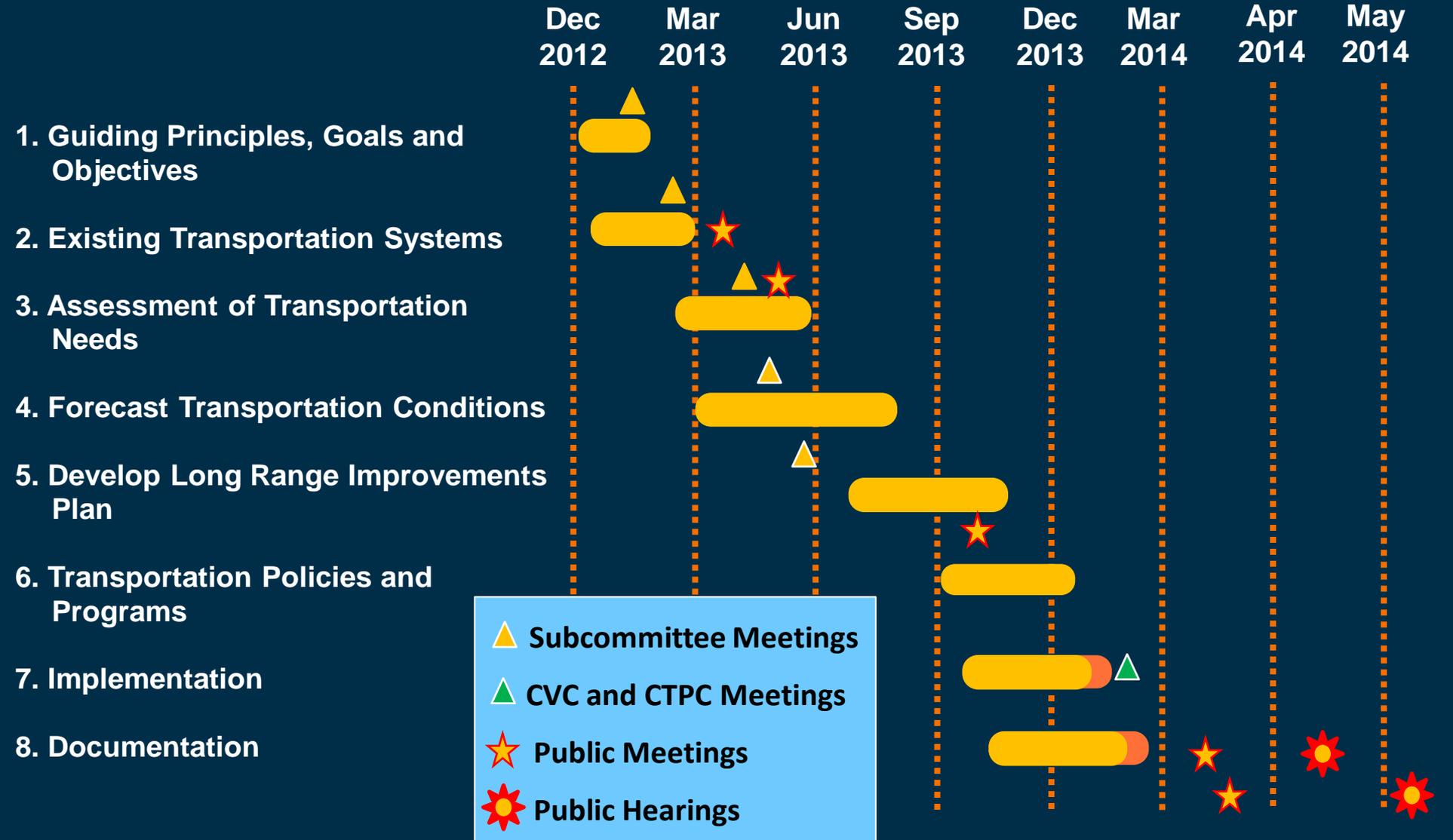
## Fiscal Stewardship

- 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*

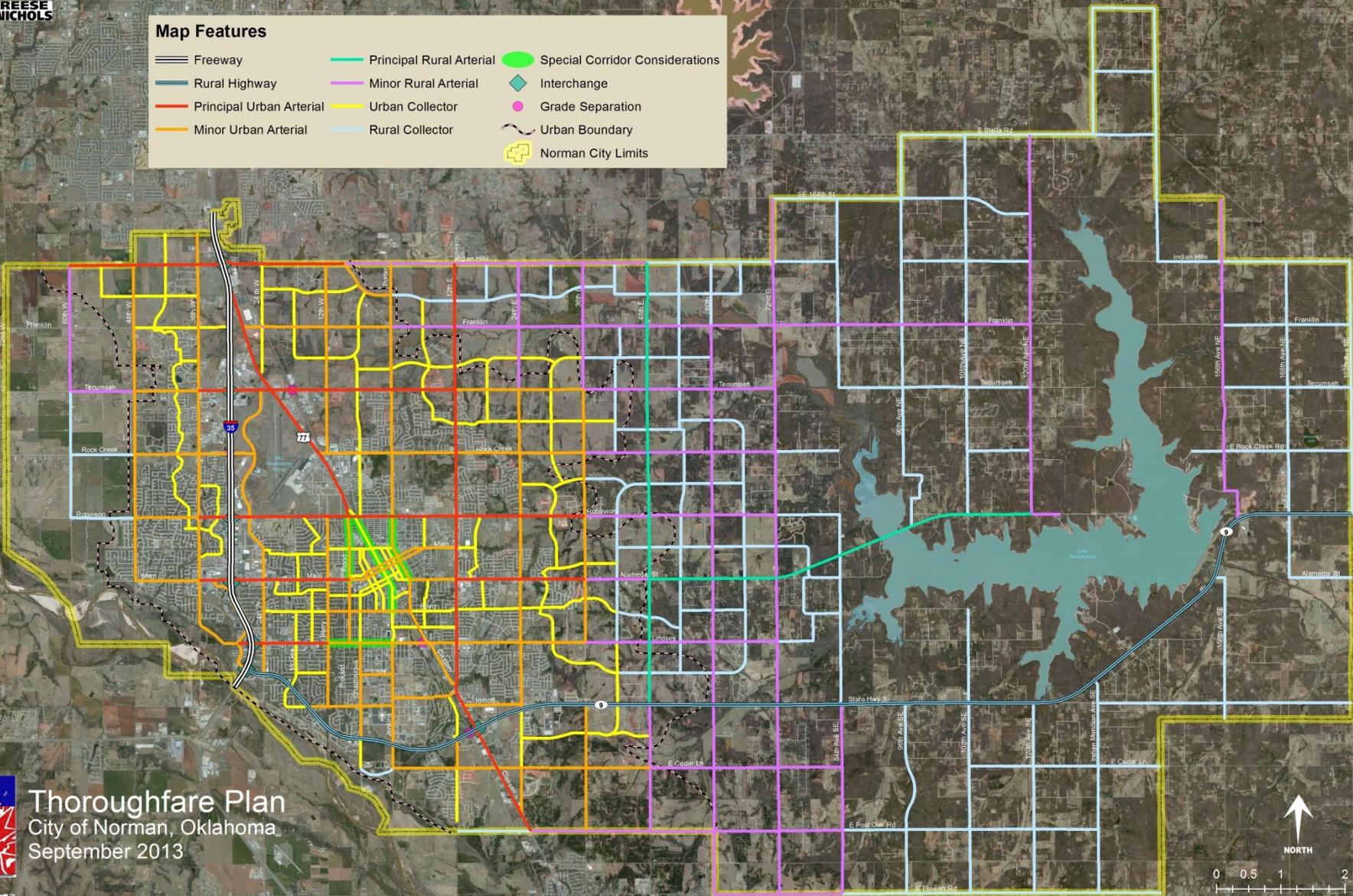


# Thoroughfare Plan



## Map Features

-  Freeway
-  Rural Highway
-  Principal Urban Arterial
-  Minor Urban Arterial
-  Principal Rural Arterial
-  Minor Rural Arterial
-  Urban Collector
-  Rural Collector
-  Special Corridor Considerations
-  Interchange
-  Grade Separation
-  Urban Boundary
-  Norman City Limits



Thoroughfare Plan  
City of Norman, Oklahoma  
September 2013



0 0.5 1 2 Miles

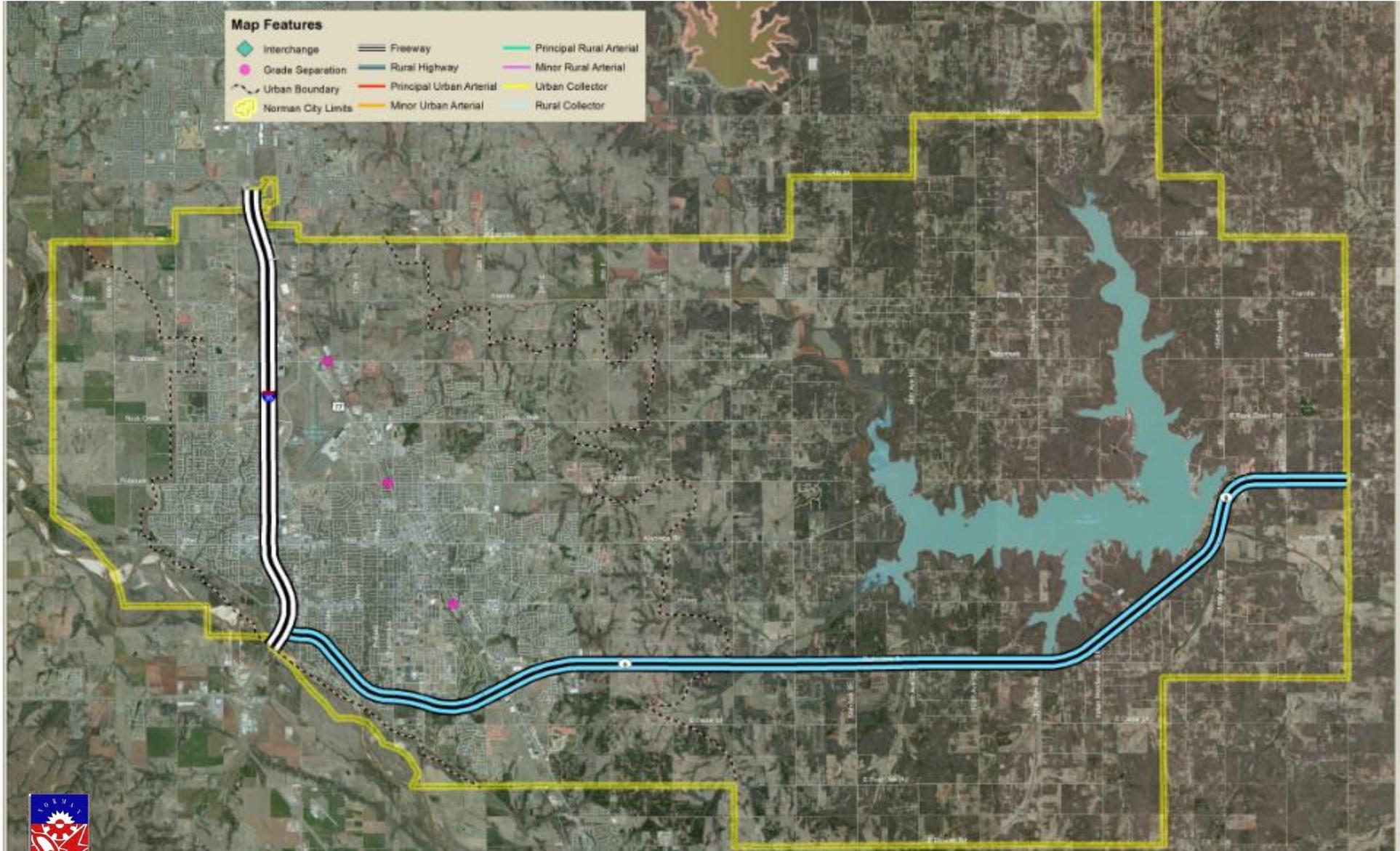
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# Thoroughfare Plan



**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

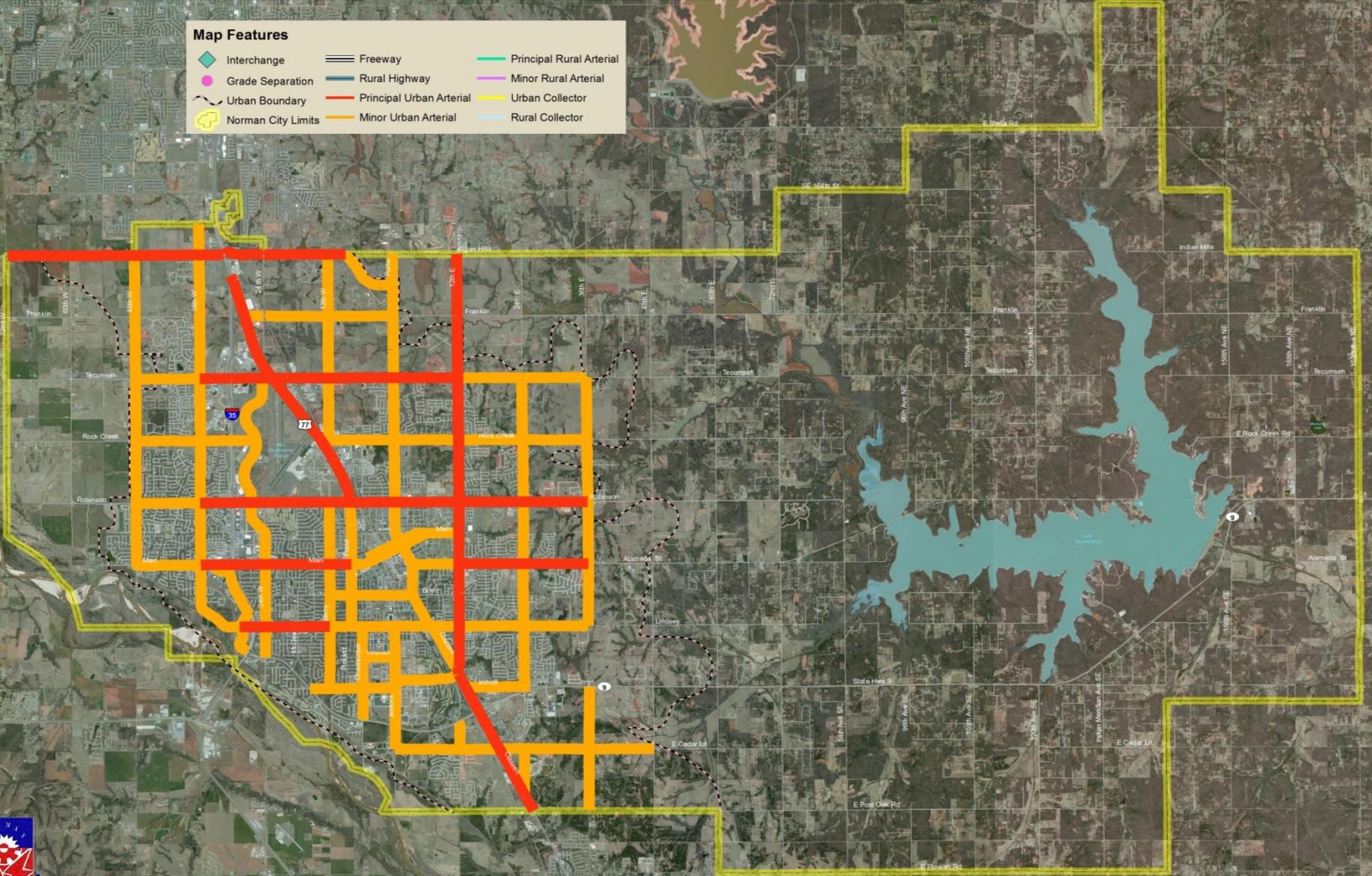


# Thoroughfare Plan



## 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          |

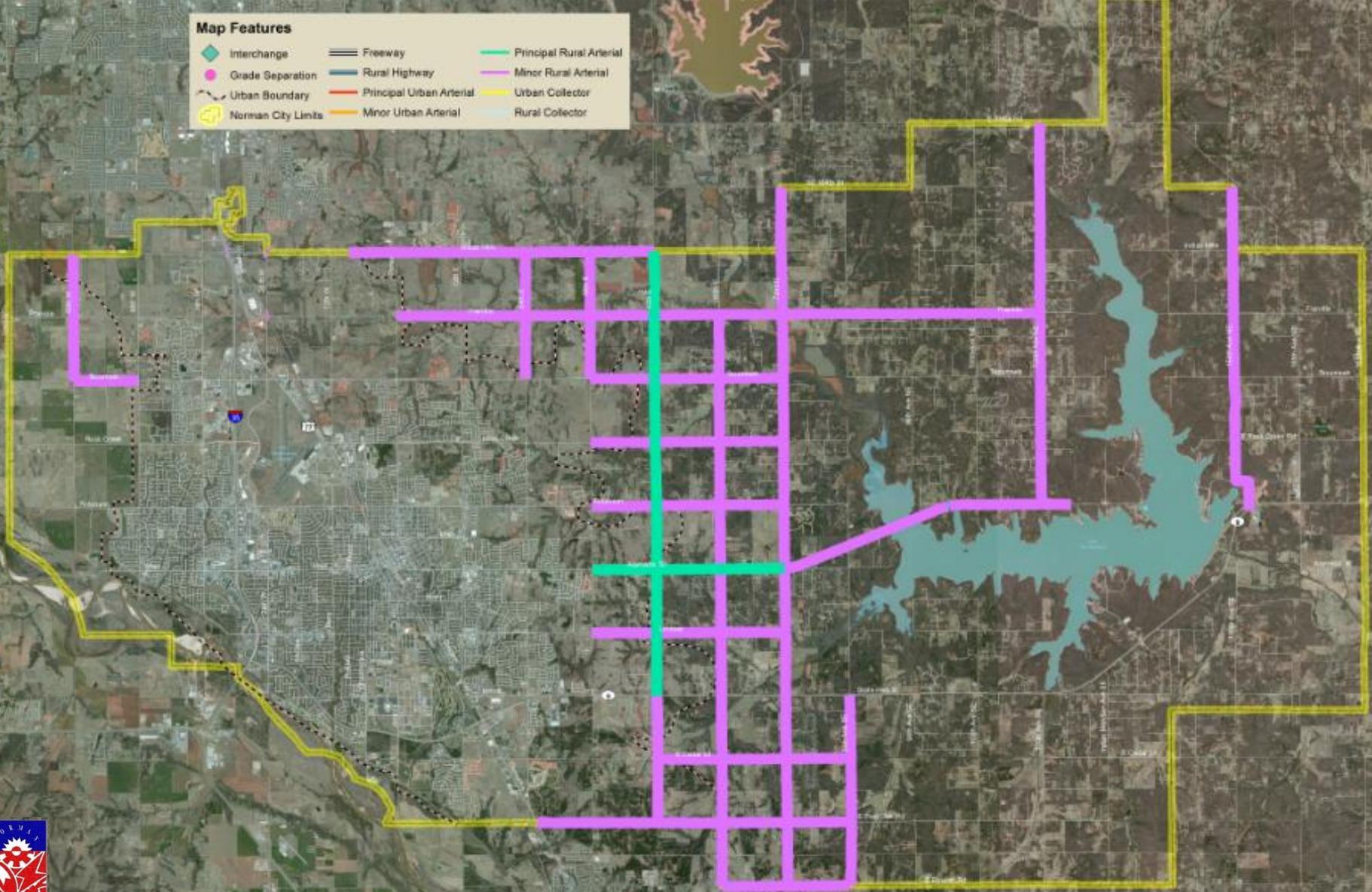


# Thoroughfare Plan



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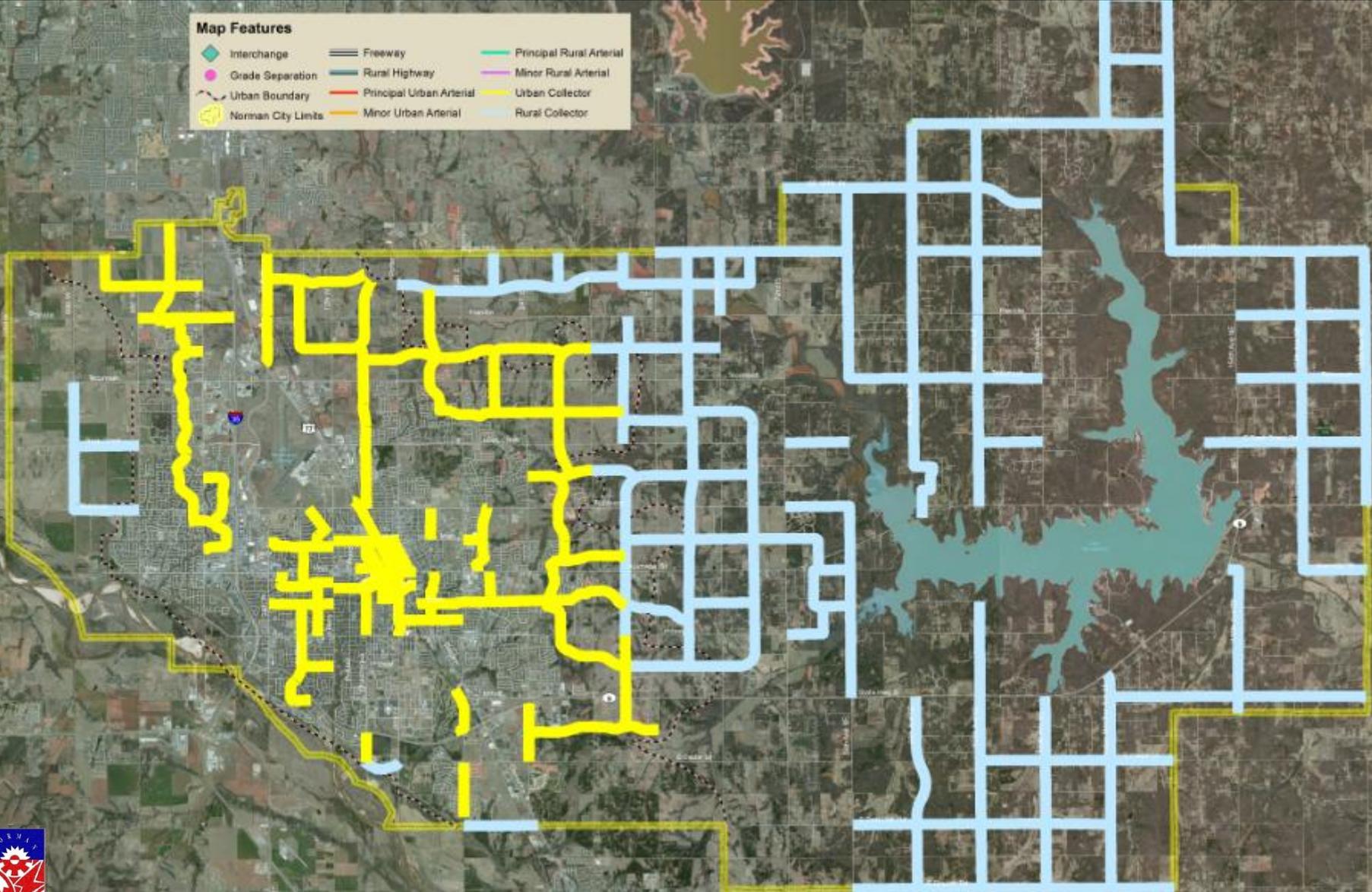


# Thoroughfare Plan



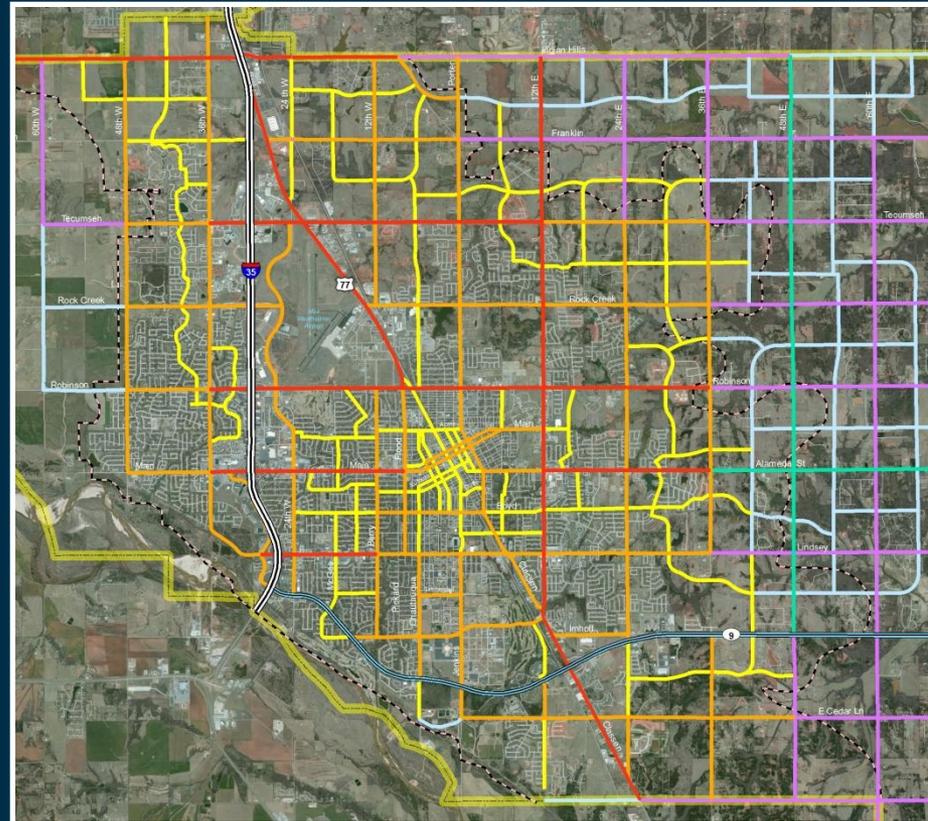
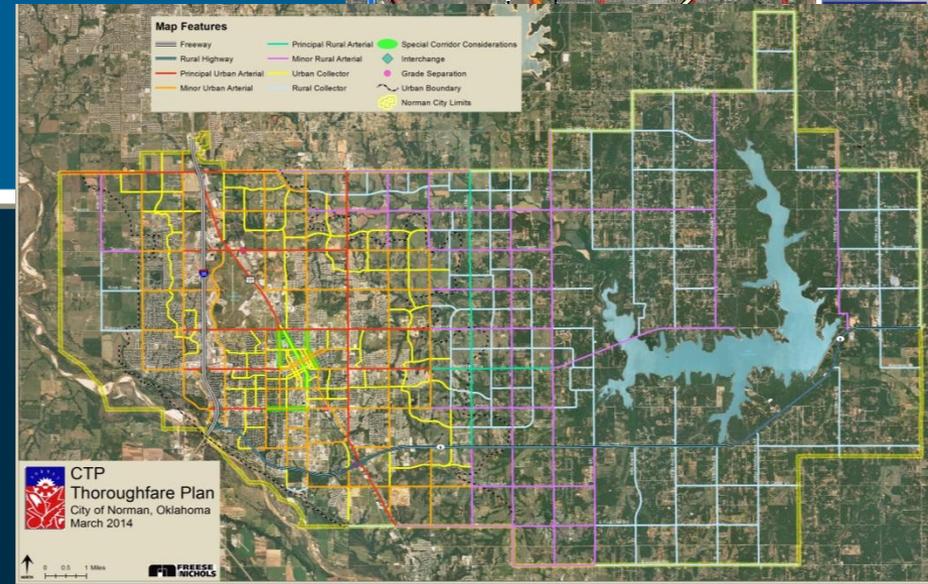
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# Highlights of the Thoroughfare Plan

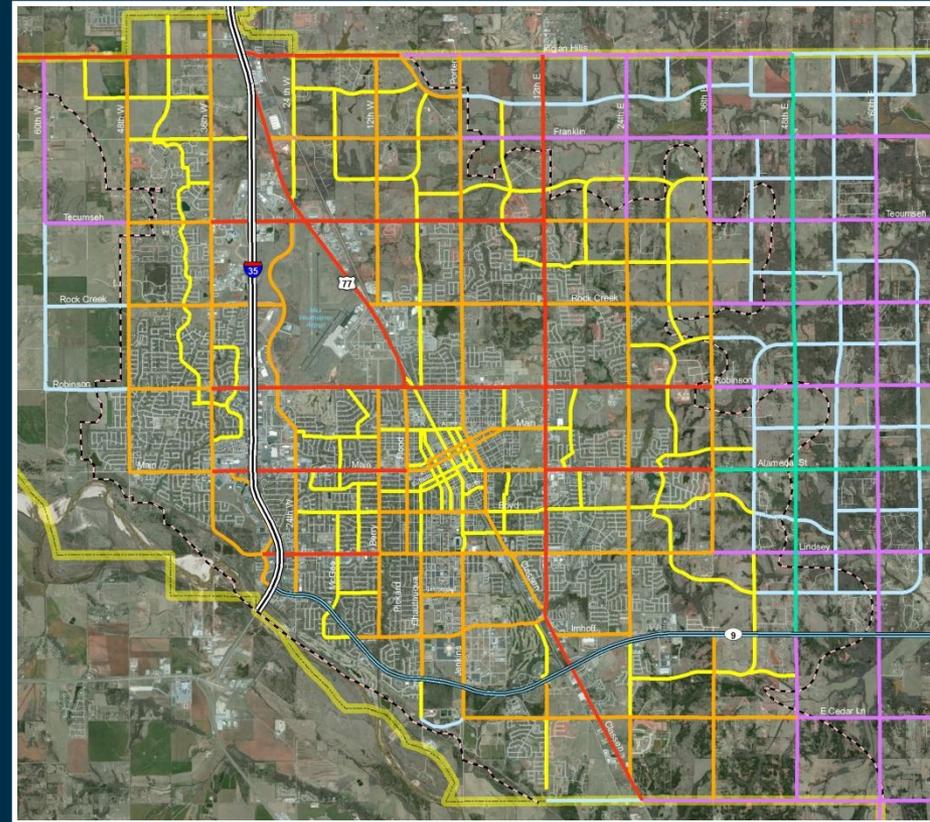
- Added definition to functional classification and network
- Design options for roadway sections
- Formalization of internal loop for regional connection
- Identification of Collector network supporting section grid
- Creation of Special Corridors
- Railroad grade separations



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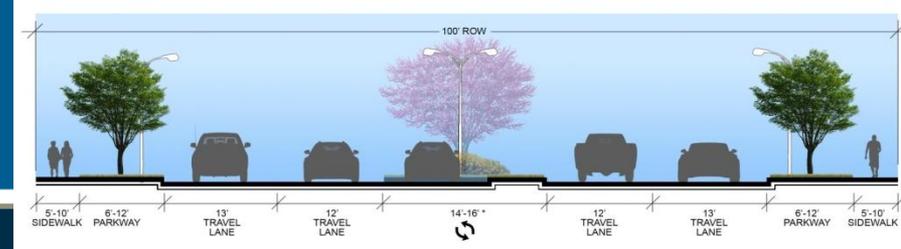


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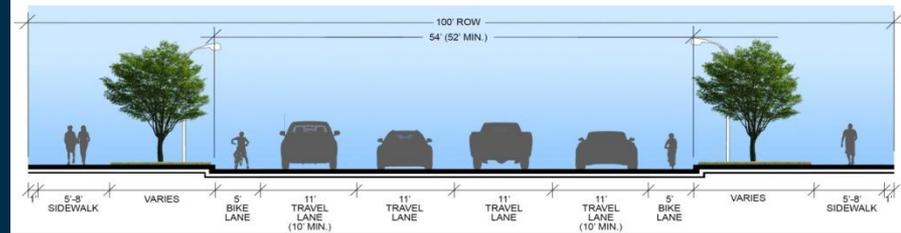
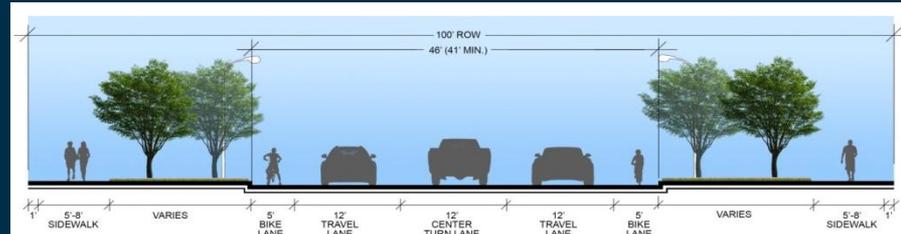


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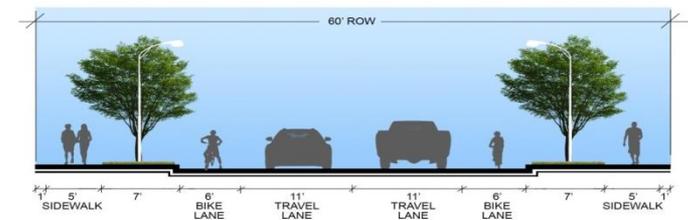
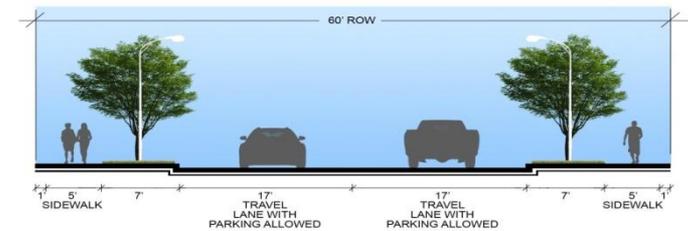
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Principal Urban Arterial



Minor Urban Arterial



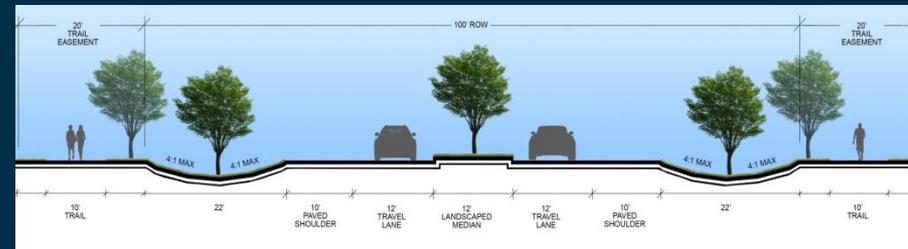
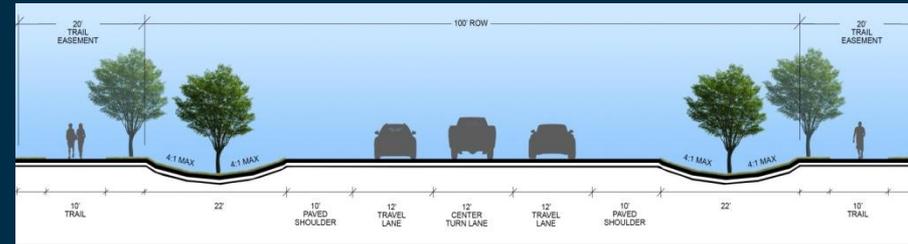
Collector

# Highlights of the Thoroughfare Plan



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- Railroad grade separations

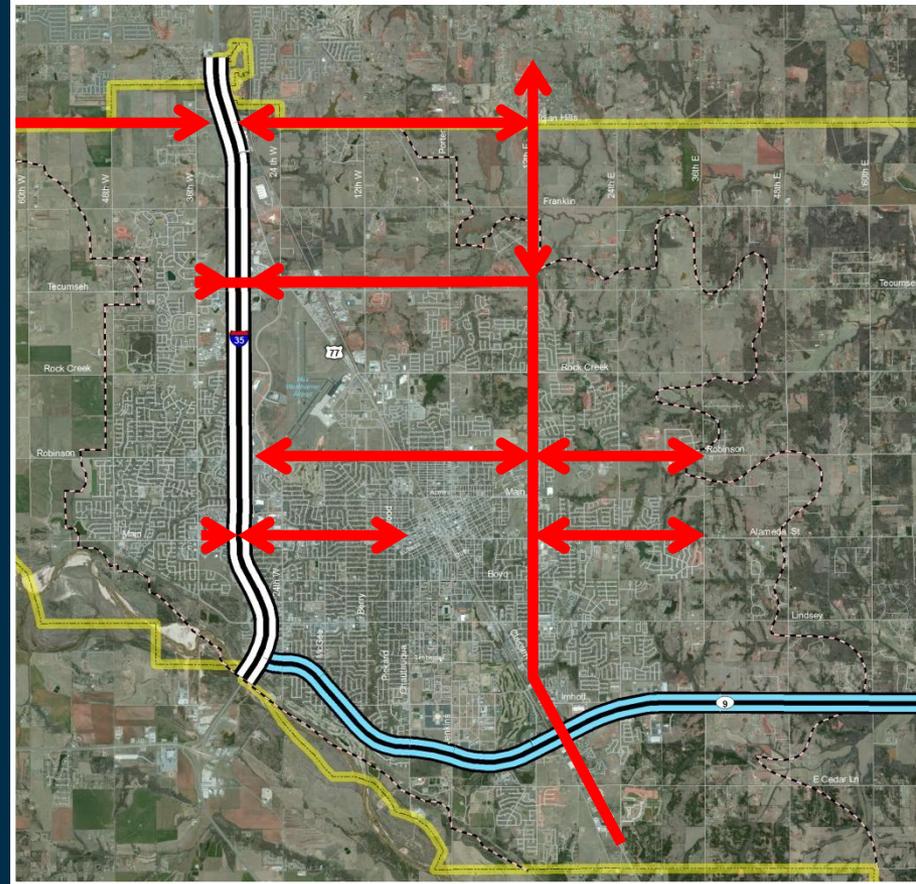
## Principal Rural Arterial



# Highlights of the Thoroughfare Plan



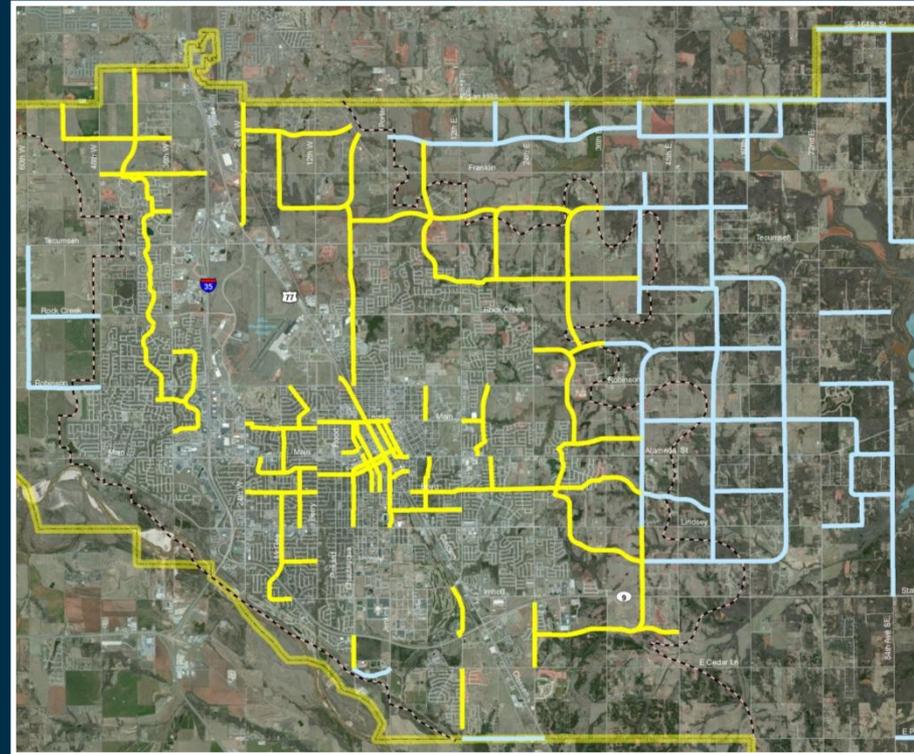
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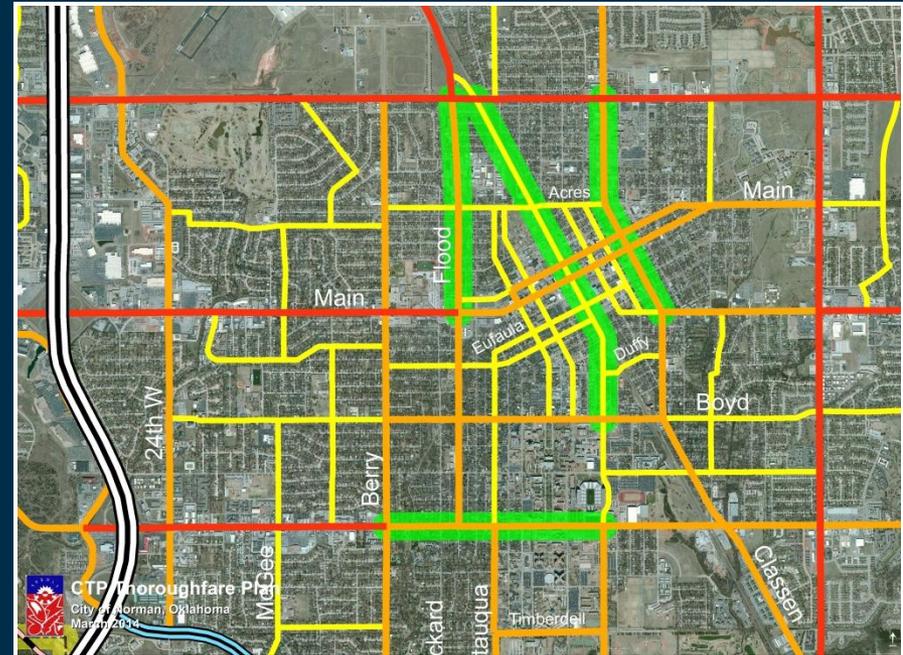
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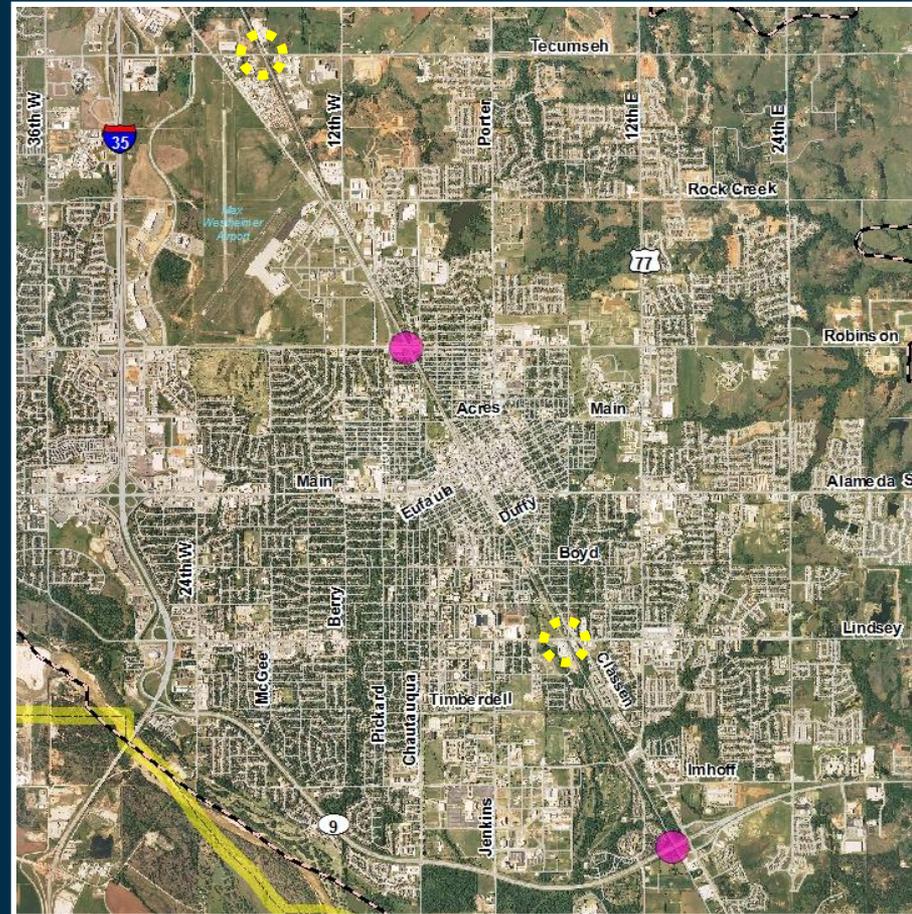
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- **Identification of Special Corridors**
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# Highlights of the Thoroughfare Plan



- Added definition to functional classification and network
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- Formalization of internal loop for regional connection
- Identification of Collector network supporting section grid
- Identification of Special Corridors
- **Railroad grade separations**

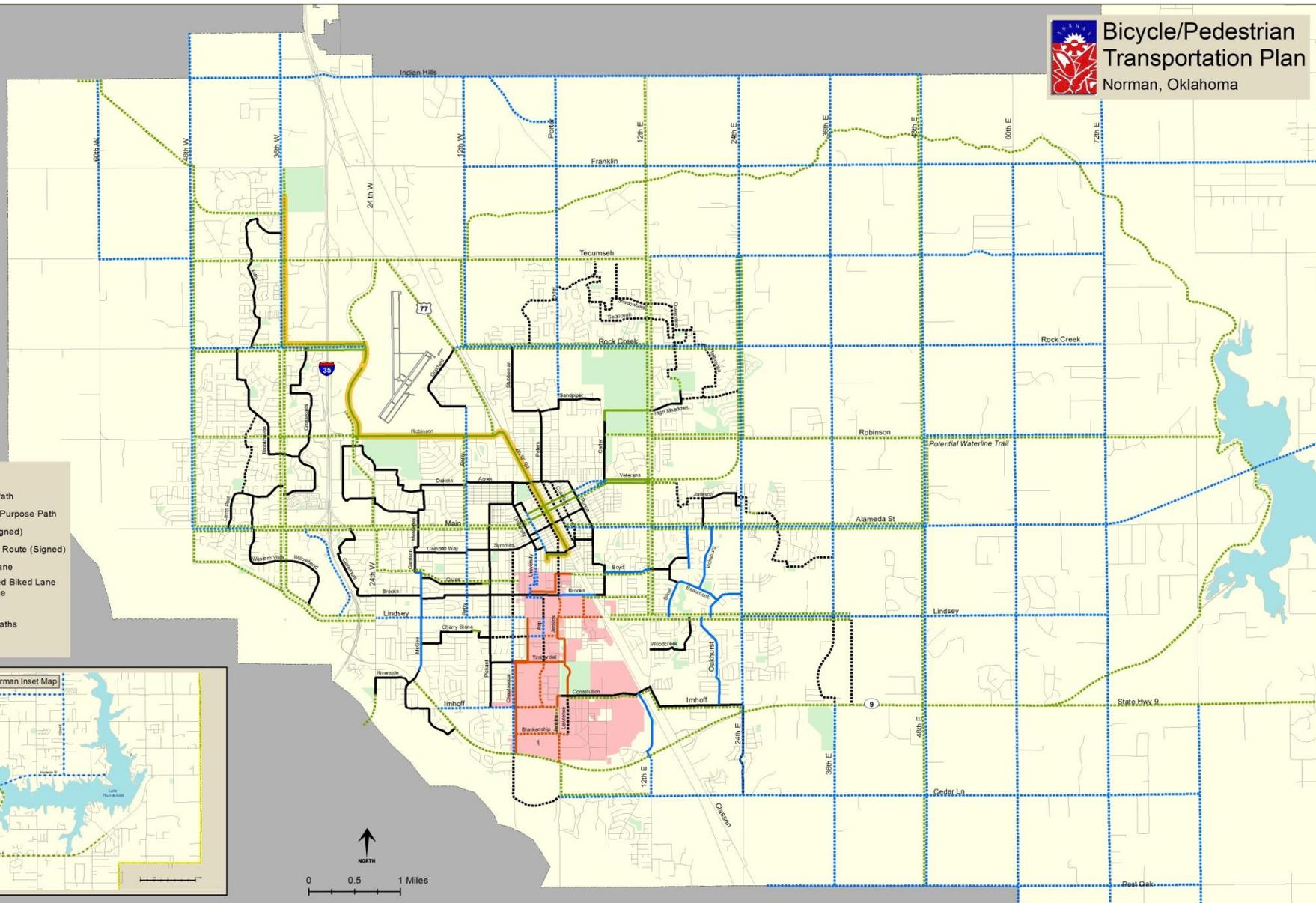
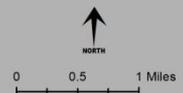


# Bicycle/Pedestrian Plan



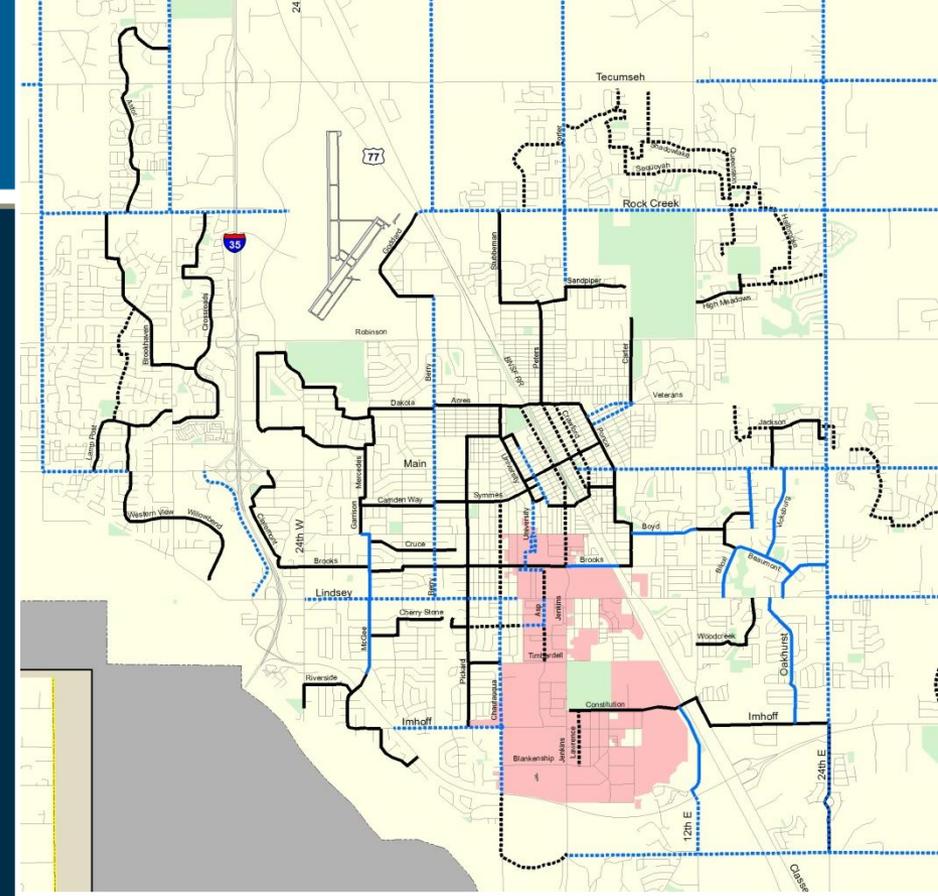
## Bicycle/Pedestrian Transportation Plan Norman, Oklahoma

- Legend**
- Multi-Purpose Path
  - Proposed Multi-Purpose Path
  - Basic Route (Signed)
  - Proposed Basic Route (Signed)
  - Striped Biked Lane
  - Proposed Striped Biked Lane or Shoulder Lane
  - OU Paths
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  - Legacy Trail



# Highlights of the Bicycle/Pedestrian Plan

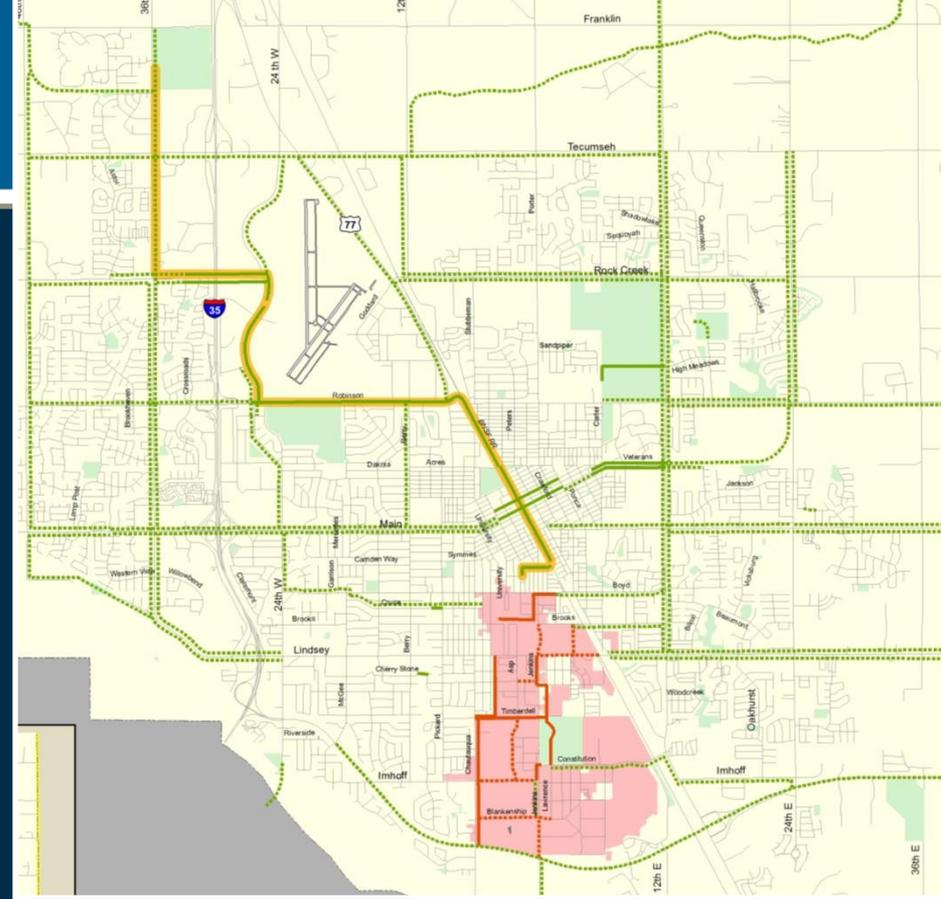
- Side-paths: 8-10' along roadway
  - 12<sup>th</sup> Ave. E
  - 48<sup>th</sup> Ave. E (thru rural Norman)
  - Lindsey (12<sup>th</sup> Ave. E to Classen)
  - Robinson /Main corridor
- Multi-use paths: 10-12' off road
  - Extension of Legacy Trail around Max Westheimer Airport
  - SH 9 Path
  - Robinson 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 24<sup>th</sup> Ave. W)
  - Rock Creek Road, E and W of Airport
  - University/Webster

# Highlights of the Bicycle/Pedestrian Plan

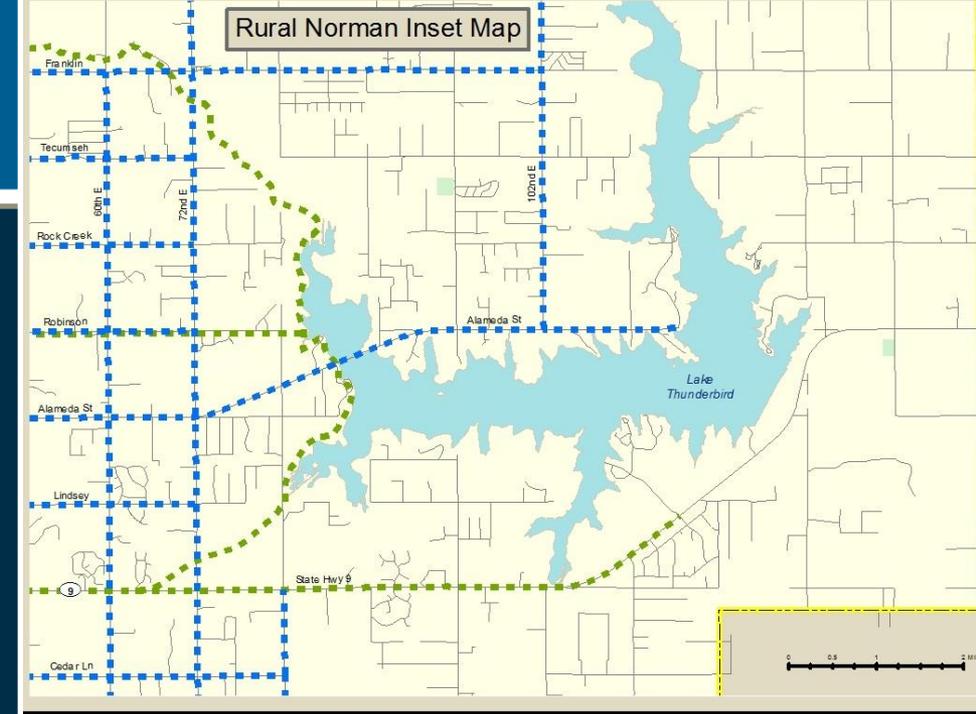
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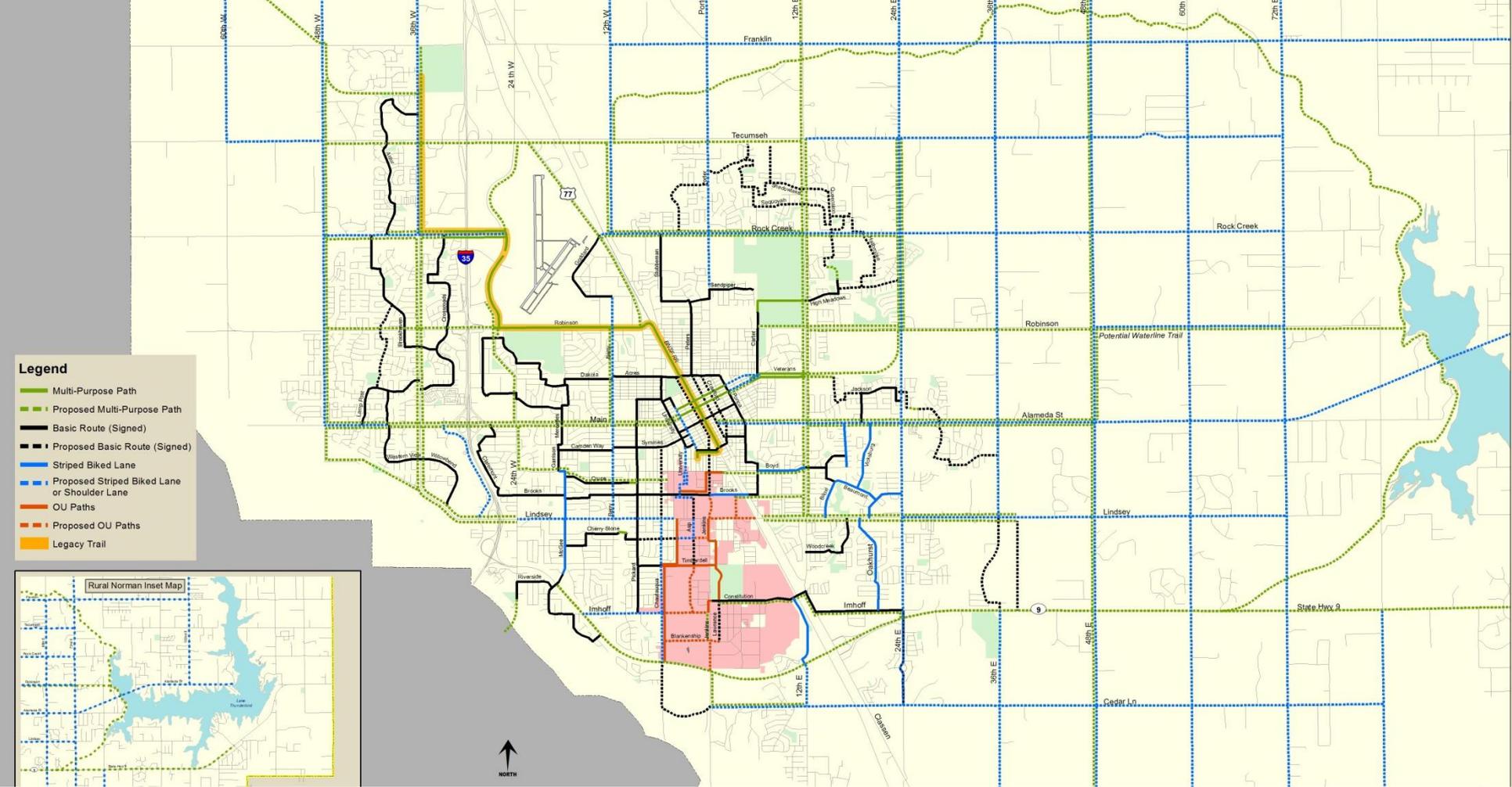
- **Notable Bike Lanes along:**
  - Berry Road (Lindsey to Robinson)
  - Lindsey (Elm to 24<sup>th</sup> Ave. W)
  - Rock Creek Road, E and W of Airport
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# Highlights of the Bicycle/Pedestrian Plan

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- Notable Bike Lanes along:
  - Berry Road (Lindsey to Robinson)
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- **On-Street Facility Standards**

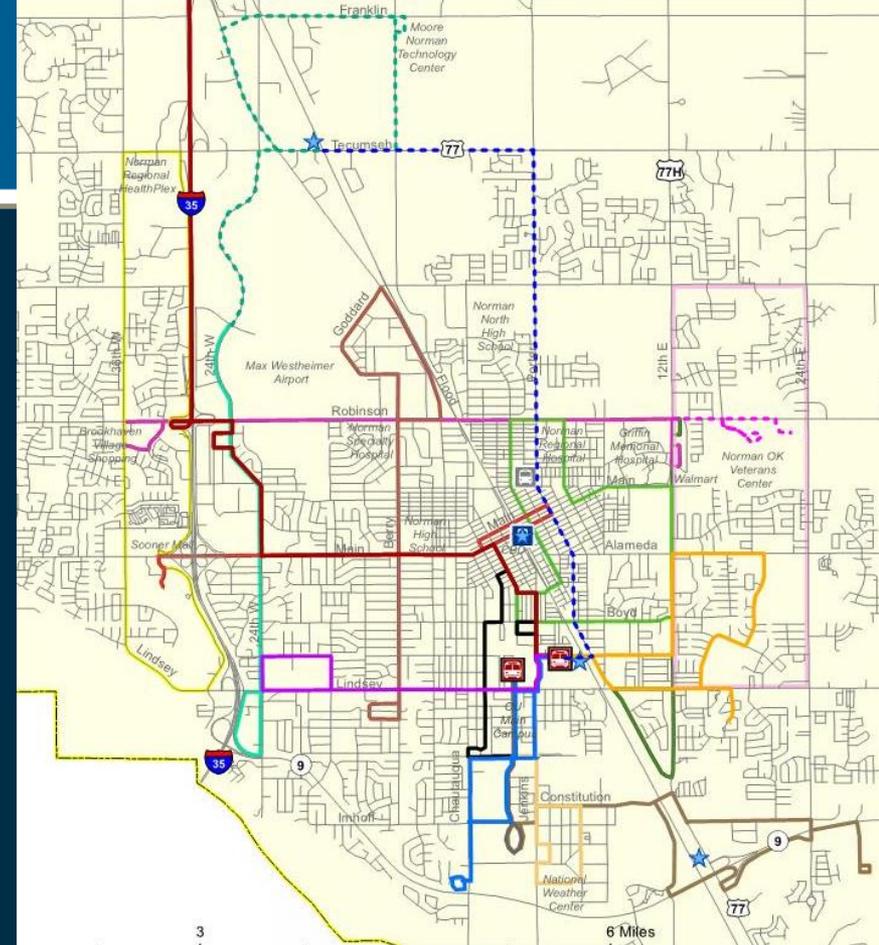
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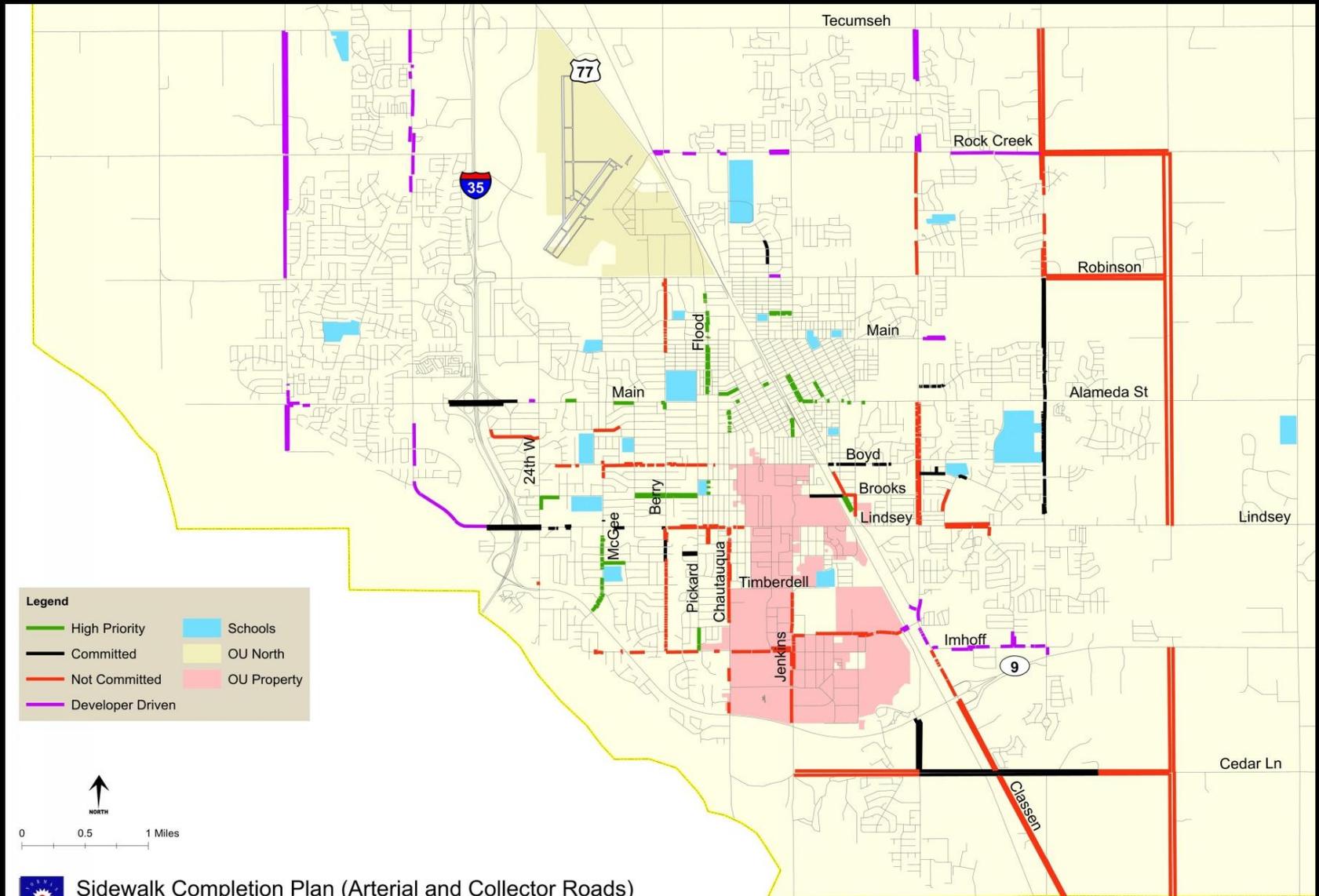
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# Highlights of the Transit Plan

- 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

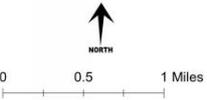


# Sidewalk Completion Plan



**Legend**

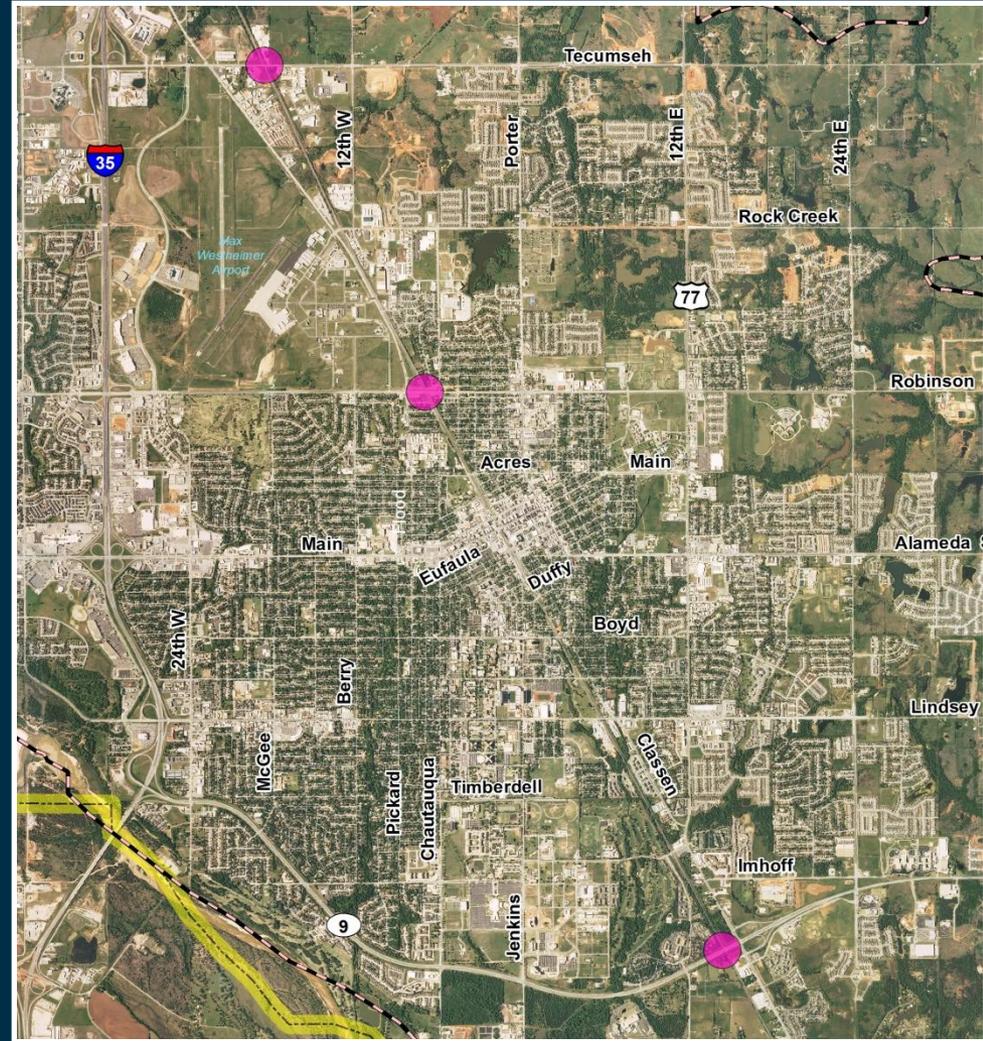
High Priority	Schools
Committed	OU North
Not Committed	OU Property
Developer Driven	



# Airport, Freight and Emergency Response Needs



- Protect zoning around airport and industrial districts to serve freight, rail and air transportation needs
- Additional grade separated crossings with railroad
- 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*

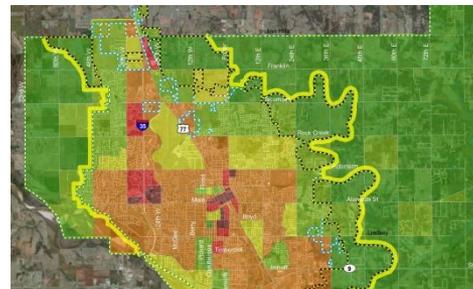
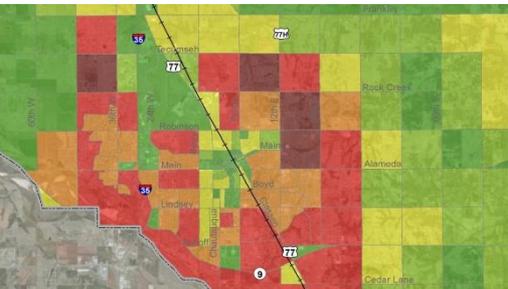
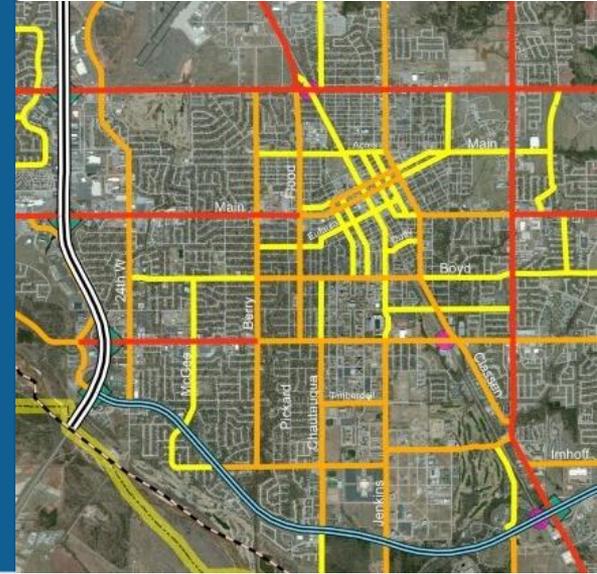
	<b>Planning Commission Meeting</b>	<b>City Council Study Session</b>	<b>Planning Commission Public Hearing</b>	<b>City Council Public Hearing</b>
<b>Thursday March 13, 2014</b>	<b>6:30 p.m.</b>			
<b>Tuesday, March 18, 2014</b>		<b>5:30 p.m.</b>		
<b>Thursday, April 10, 2014</b>			<b>6:30 p.m.</b>	
<b>Tuesday, May 13, 2014</b>				<b>6:30 p.m.</b>
<b>Public Input</b>				

Your Thoughts.....



# Comments and Questions





# Norman Comprehensive Transportation Plan

**Thank You!**

**March 18, 2014**