

Norman City Council

The Norman Comprehensive Transportation Plan (CTP)

May 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**



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

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

Public Input to the CTP



Dec 2012 Mar 2013 Jun 2013 Sep 2013 Dec 2013 Mar 2014 Apr 2014 May 2014

1. Guiding Principles, Goals and Objectives

2. Existing Transportation Systems

3. Assessment of Transportation Needs

4. Forecast Transportation Conditions

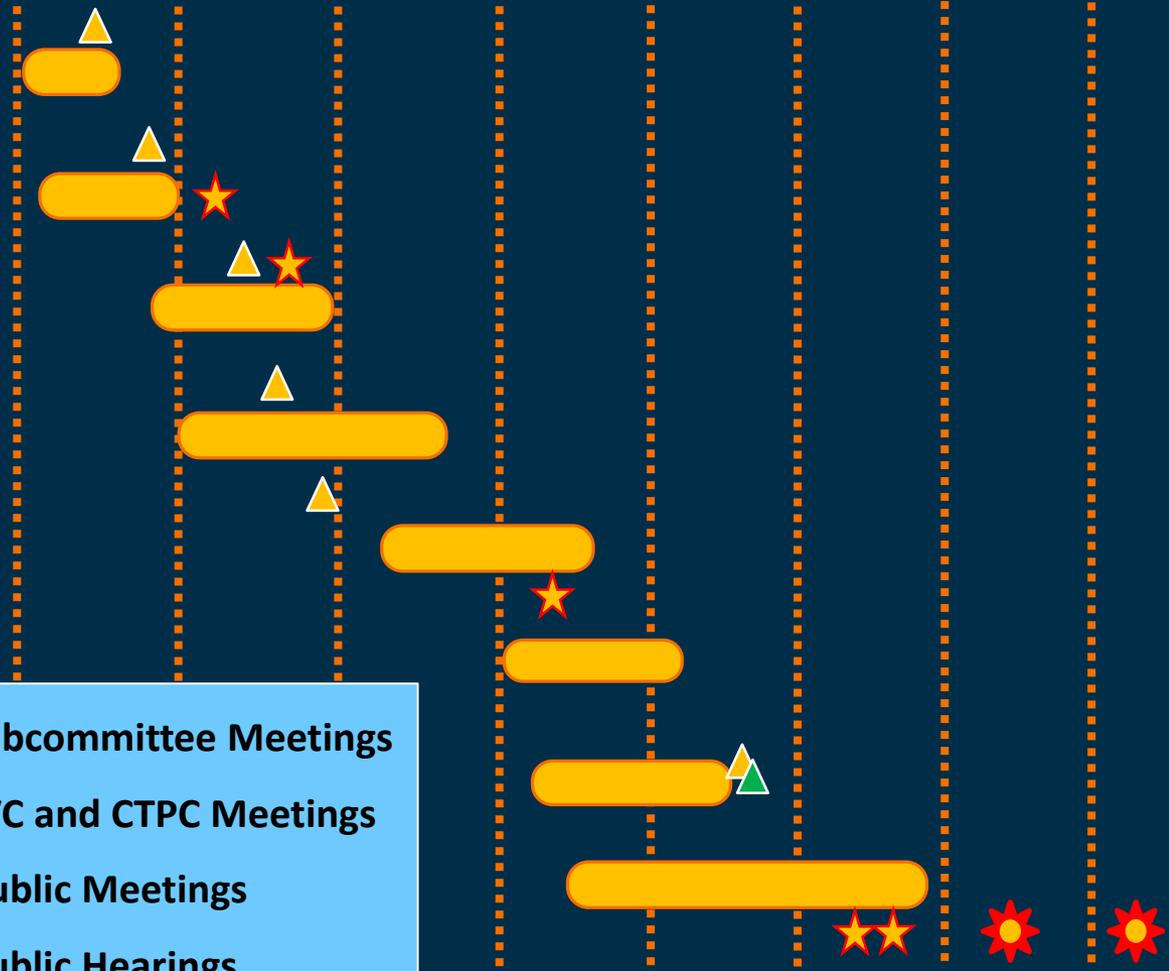
5. Develop Long Range Improvements Plan

6. Transportation Policies and Programs

7. Implementation

8. Documentation

-  Subcommittee Meetings
-  CVC and CTPC Meetings
-  Public Meetings
-  Public Hearings





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*

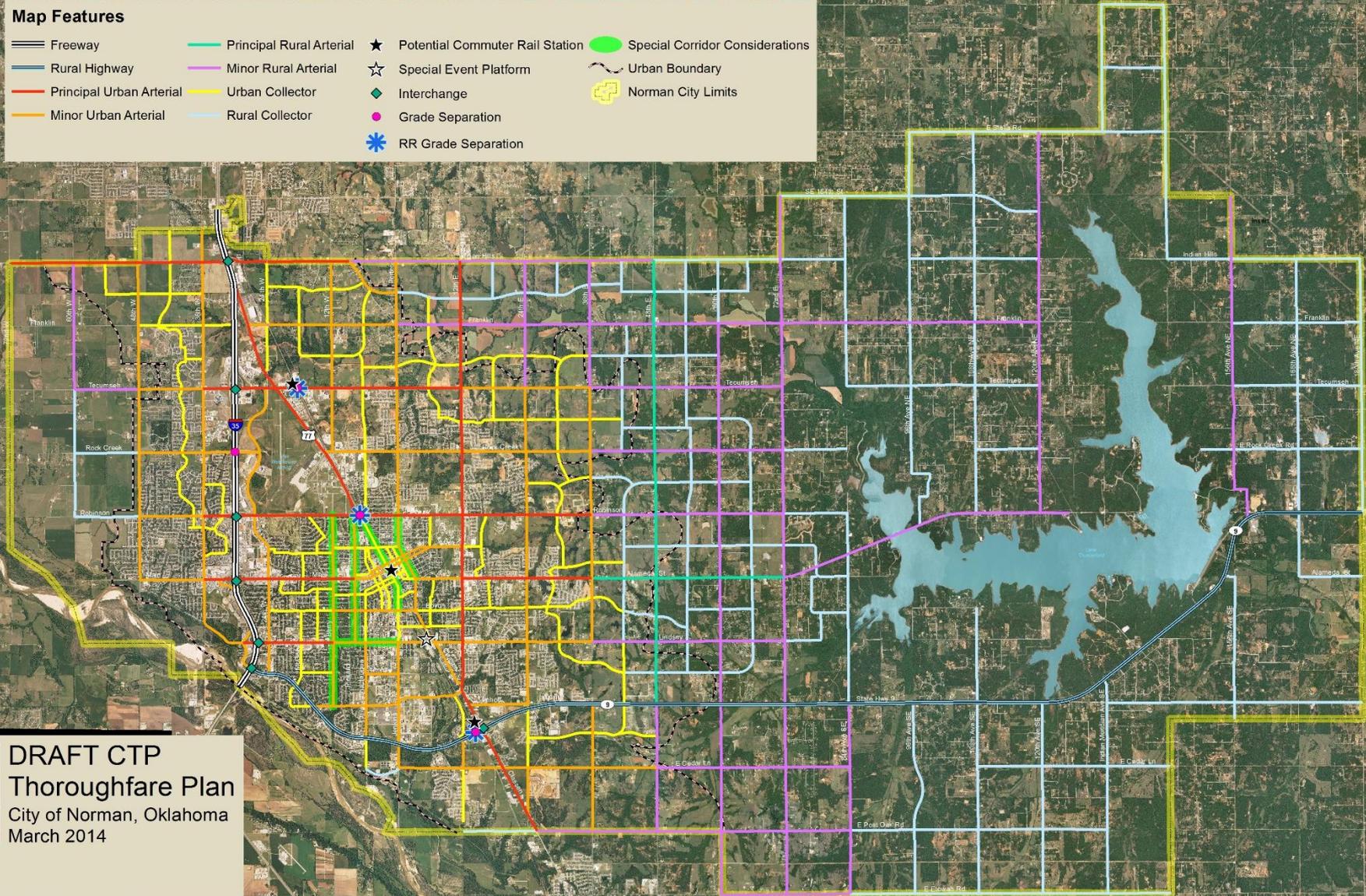


Thoroughfare Plan

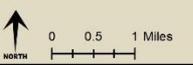


Map Features

- | | | | |
|--------------------------|--------------------------|---------------------------------|---------------------------------|
| Freeway | Principal Rural Arterial | Potential Commuter Rail Station | Special Corridor Considerations |
| Rural Highway | Minor Rural Arterial | Special Event Platform | Urban Boundary |
| Principal Urban Arterial | Urban Collector | Interchange | Norman City Limits |
| Minor Urban Arterial | Rural Collector | Grade Separation | |
| | | RR Grade Separation | |



DRAFT CTP
Thoroughfare Plan
 City of Norman, Oklahoma
 March 2014

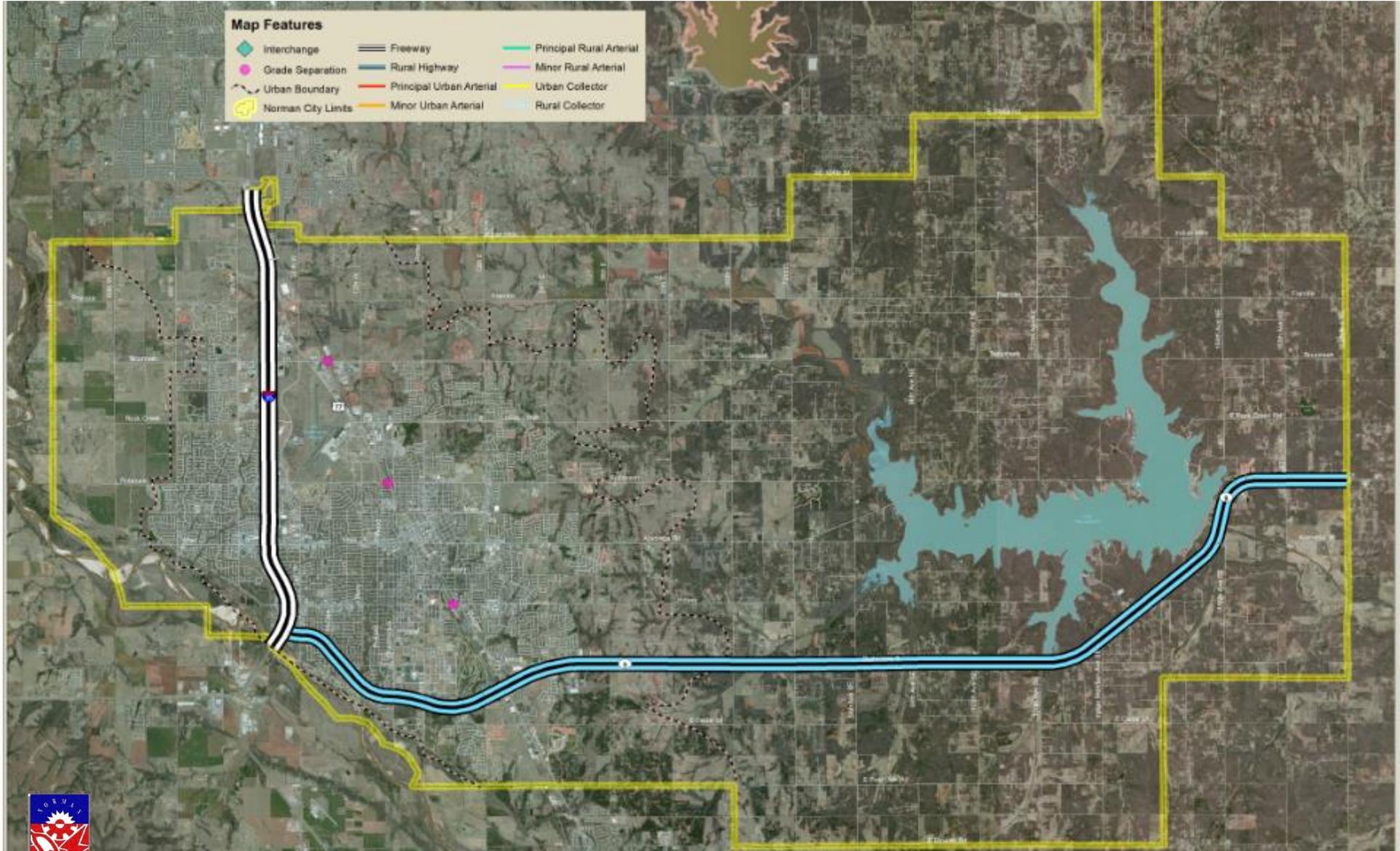


Thoroughfare Plan



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

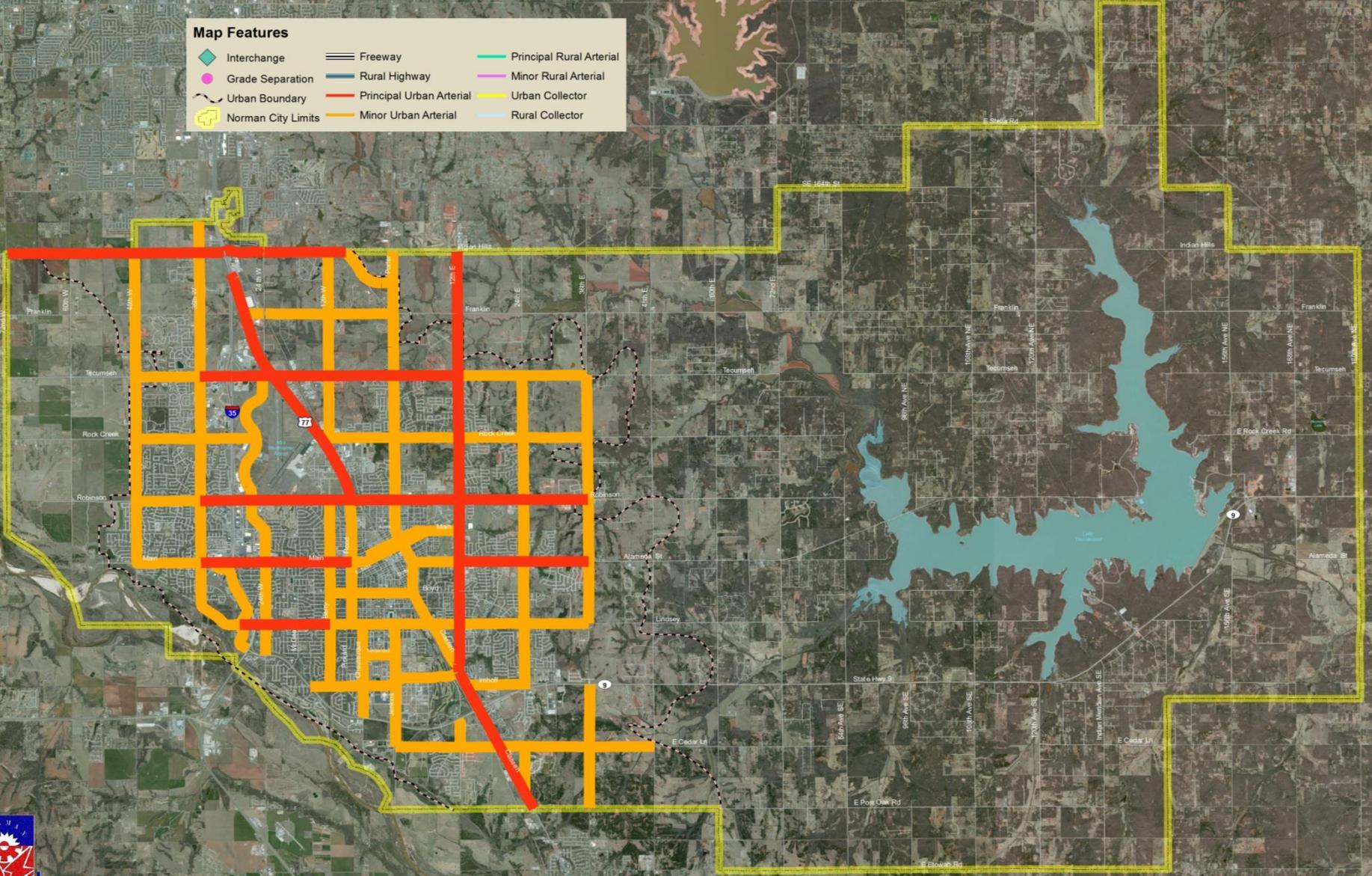


Thoroughfare Plan



Map Features

- ◆ Interchange
- ◆ Grade Separation
- ~ Urban Boundary
- ⊕ Norman City Limits
- ≡ Freeway
- ▬ Rural Highway
- ▬ Principal Urban Arterial
- ▬ Minor Urban Arterial
- ▬ Freeway
- ▬ Rural Highway
- ▬ Principal Urban Arterial
- ▬ Minor Urban Arterial
- ▬ Principal Rural Arterial
- ▬ Minor Rural Arterial
- ▬ Urban Collector
- ▬ Rural Collector

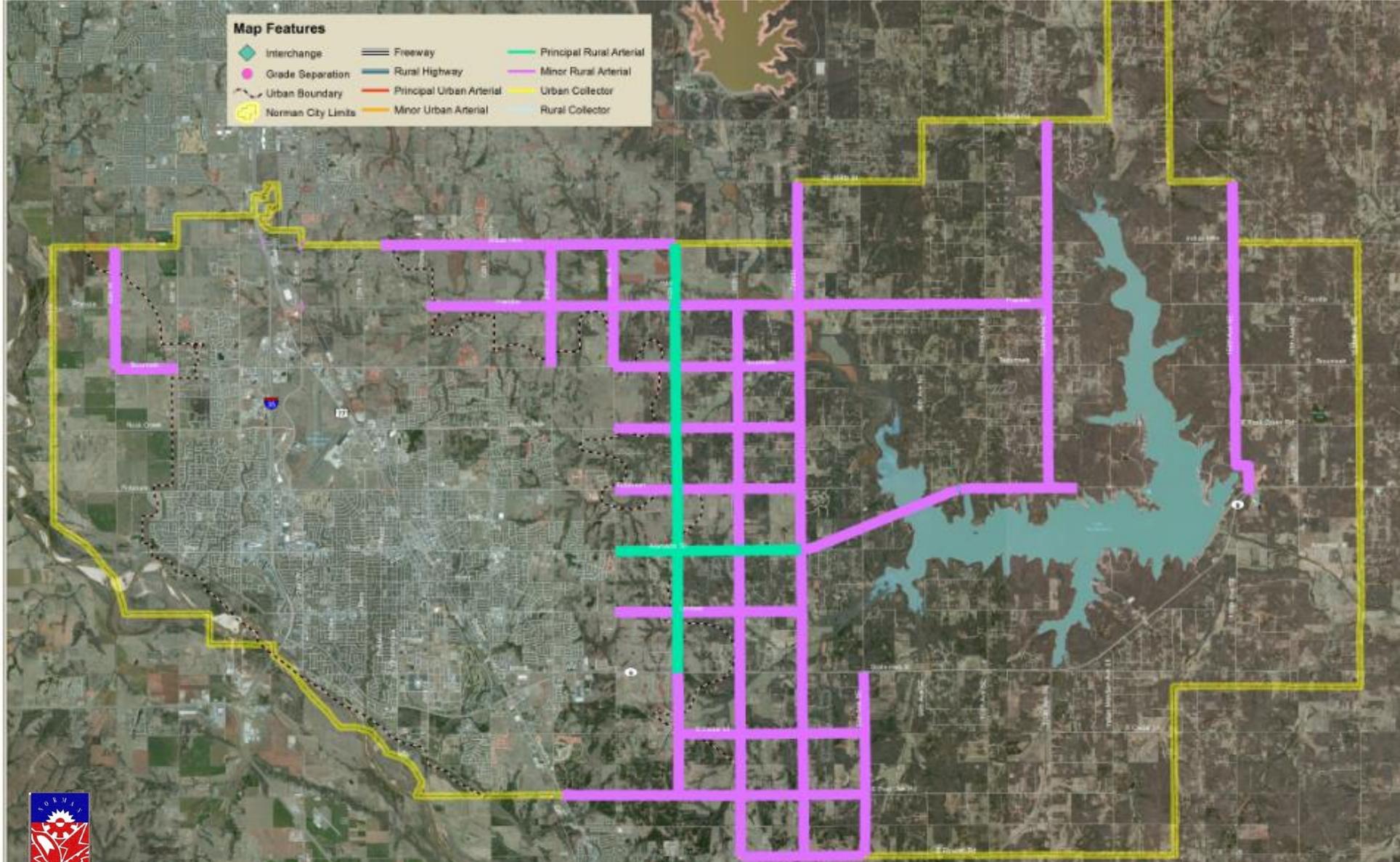


Thoroughfare Plan



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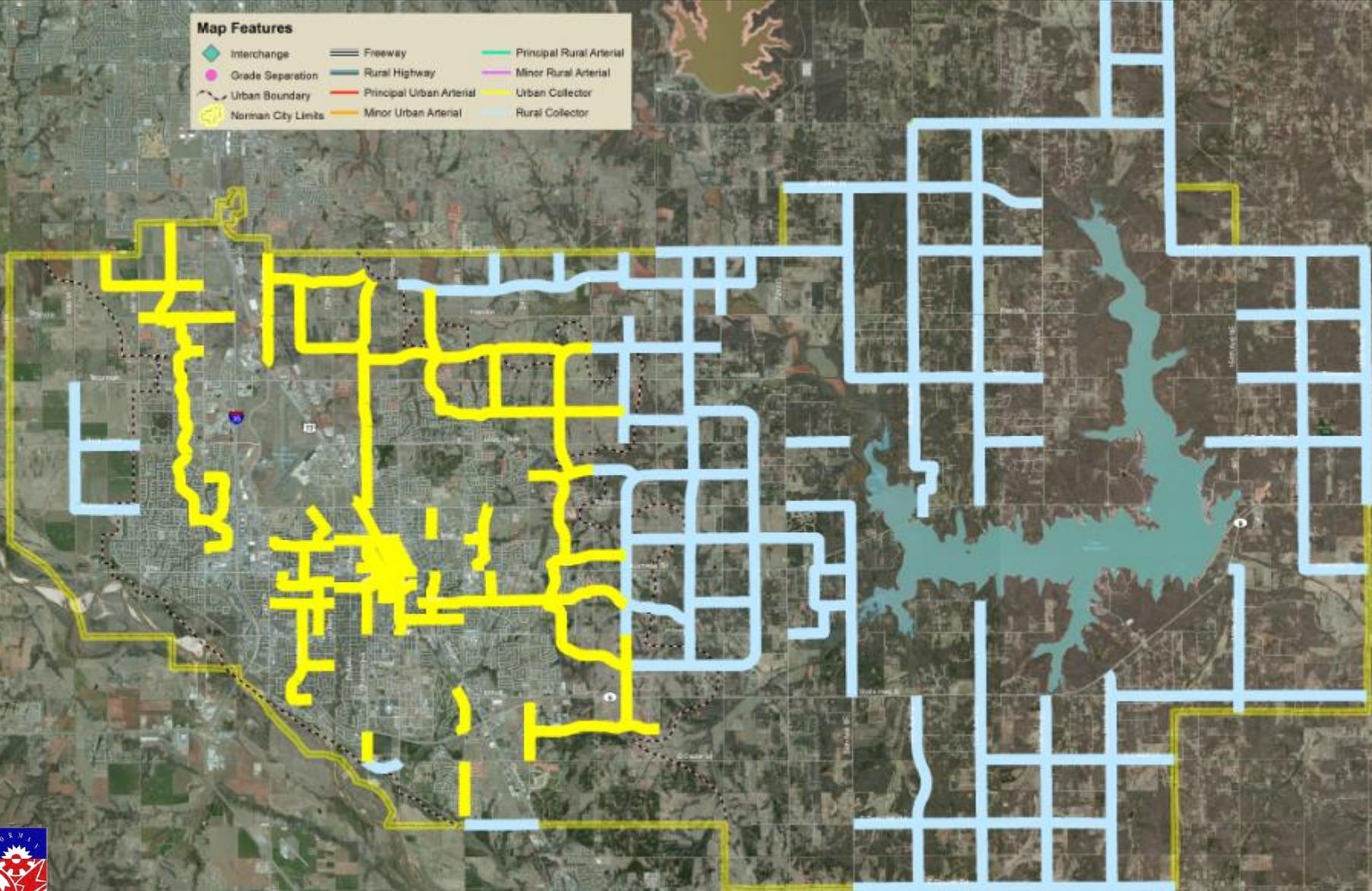


Thoroughfare Plan



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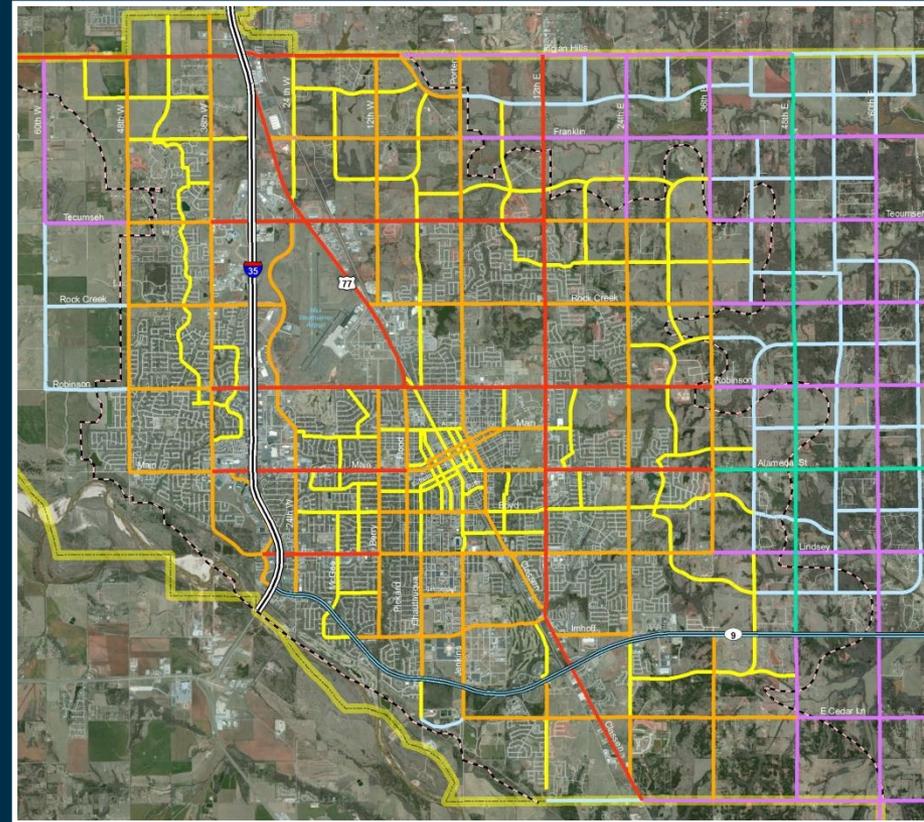
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Highlights of the Thoroughfare Plan

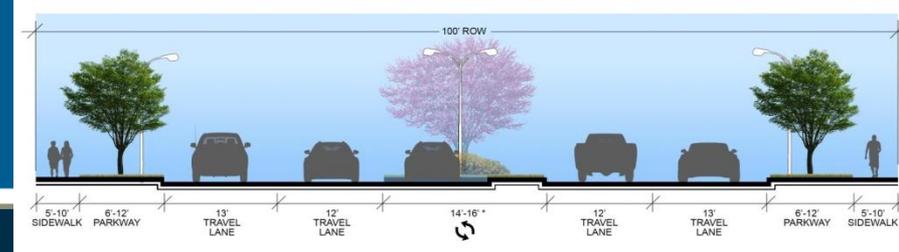


- Added definition to functional classification and network
- Design options for roadway sections
- Formalization of internal loop for regional connection
- Identification of Collector network supporting section grid
- Creation of Special Corridors
- Railroad grade separations

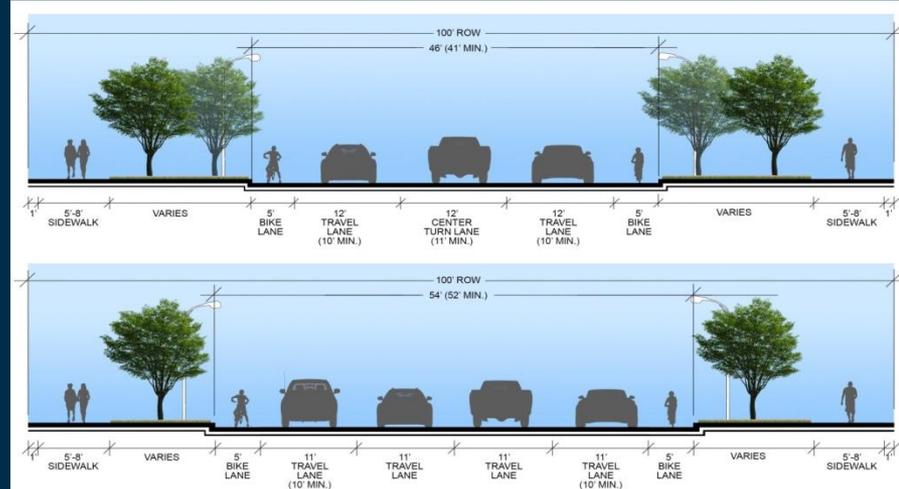


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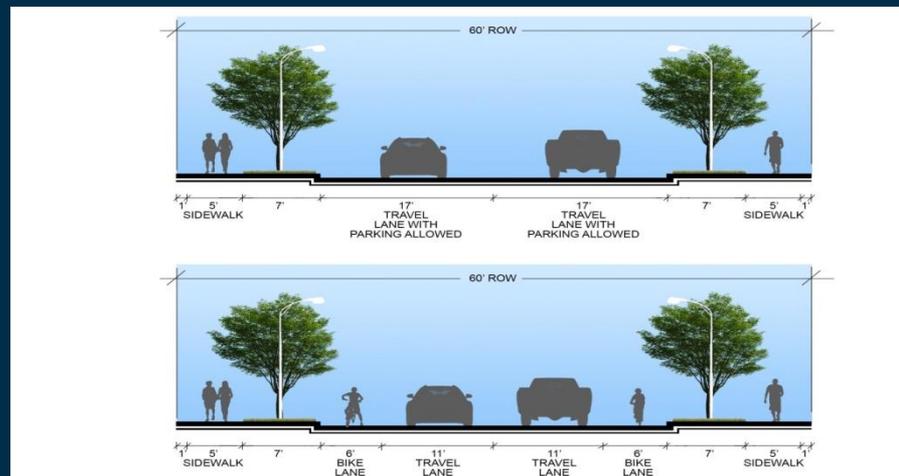
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Principal Urban Arterial



Minor Urban Arterial

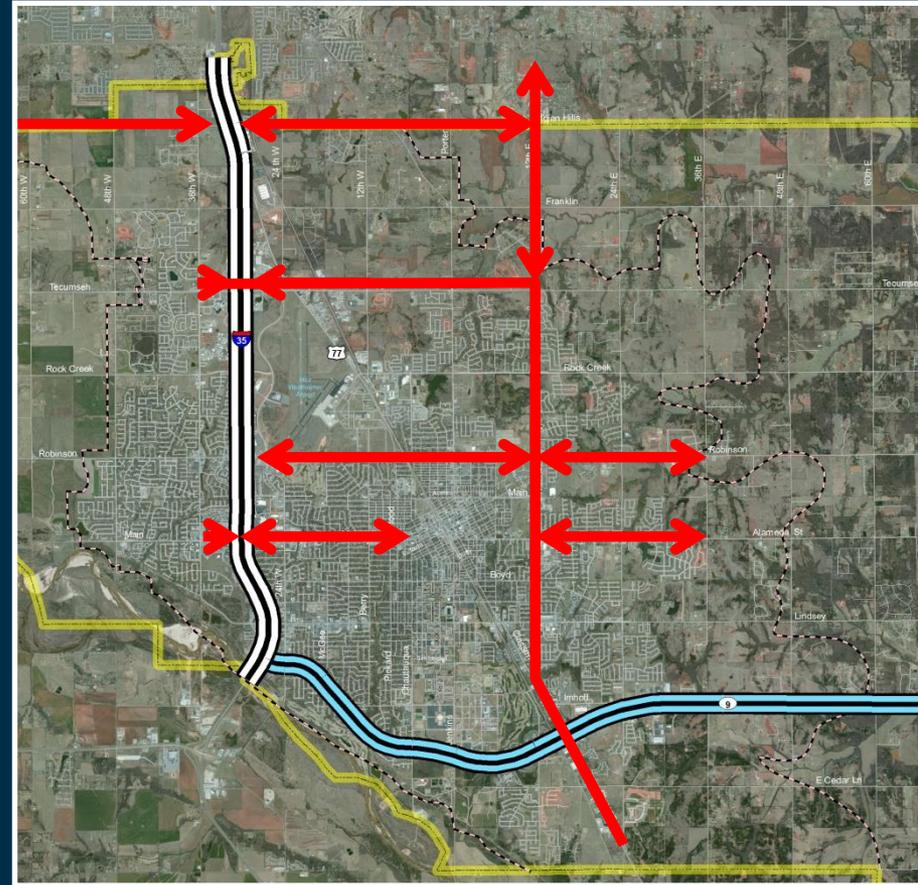


Collector

Highlights of the Thoroughfare Plan



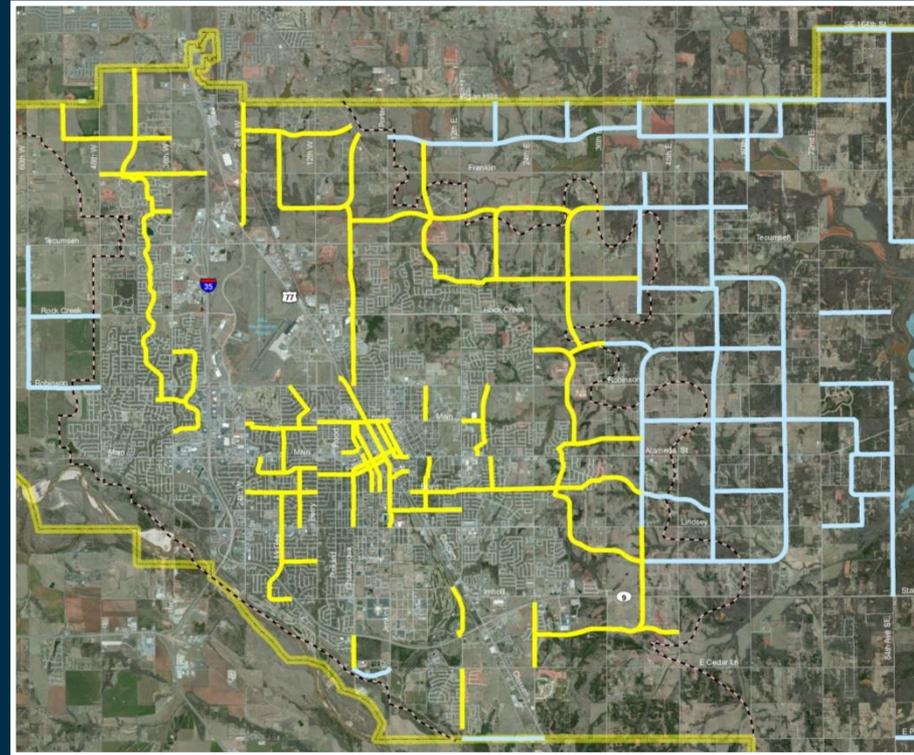
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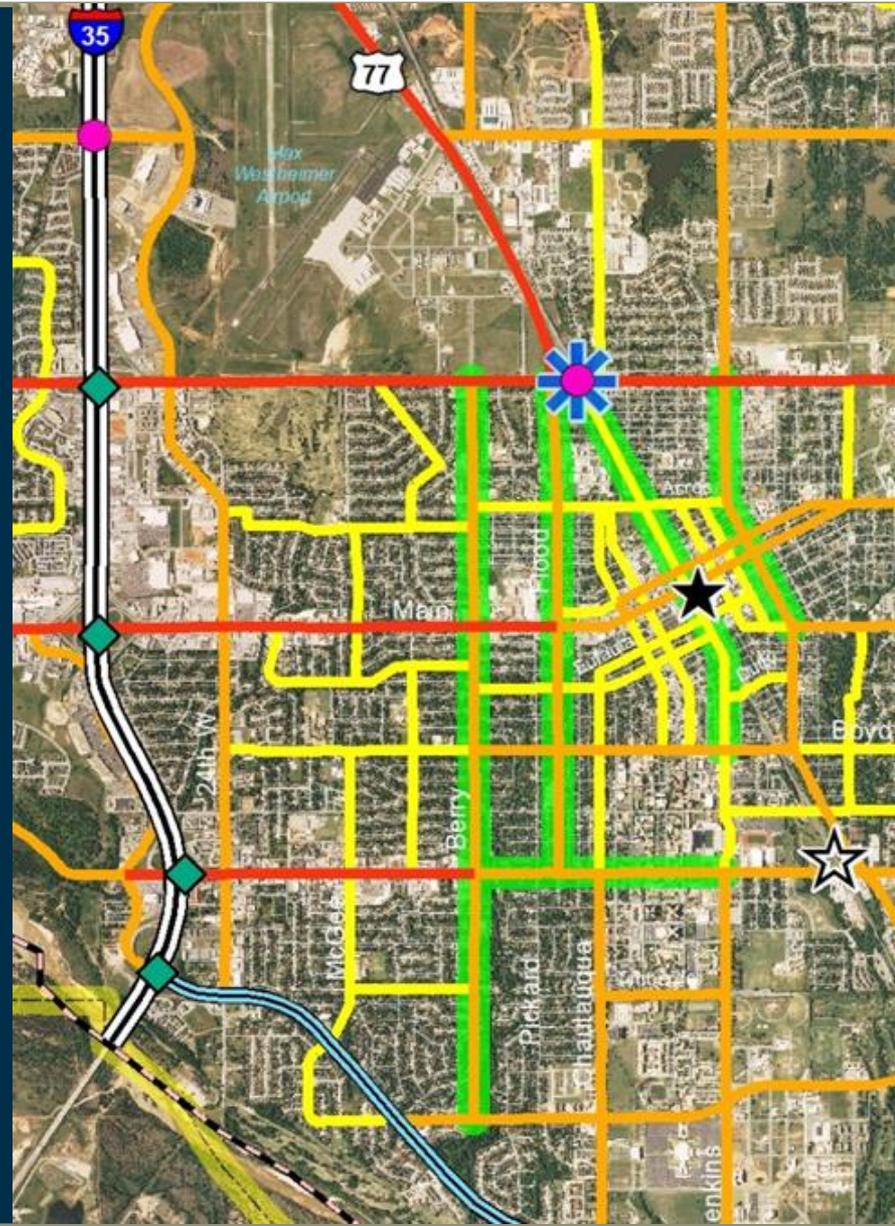
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- **Identification of Collector network supporting section grid**
- Creation of Special Corridors
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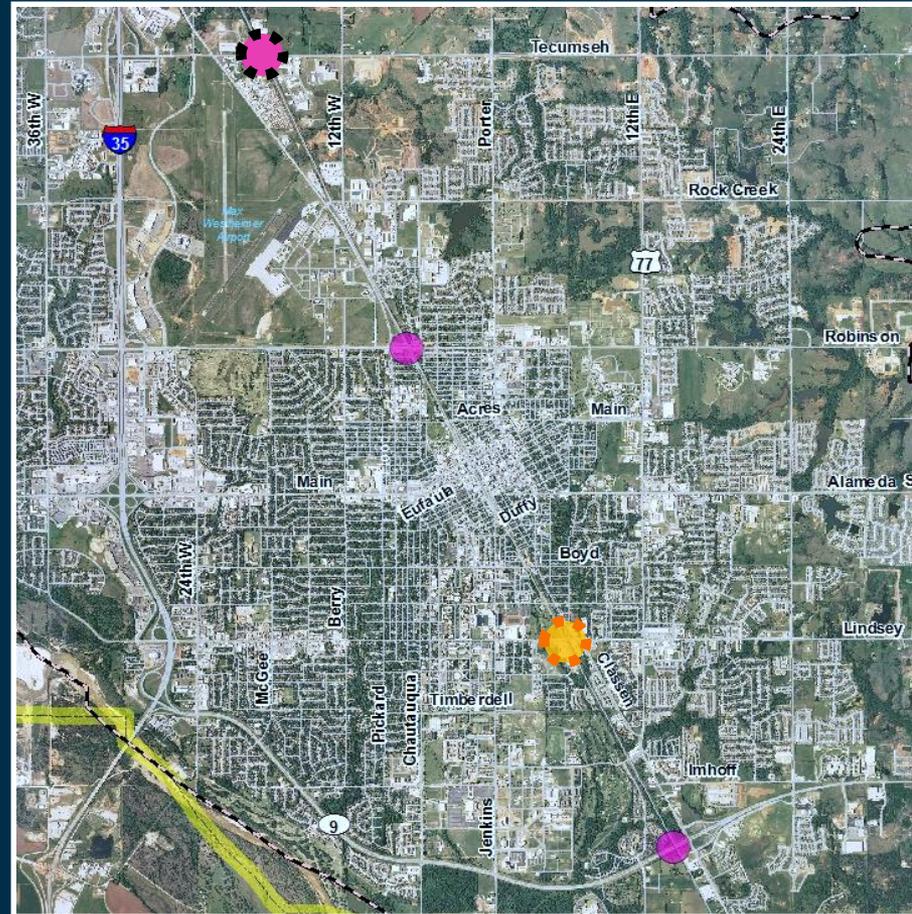
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- **Identification of Special Corridors**
- Railroad grade separations



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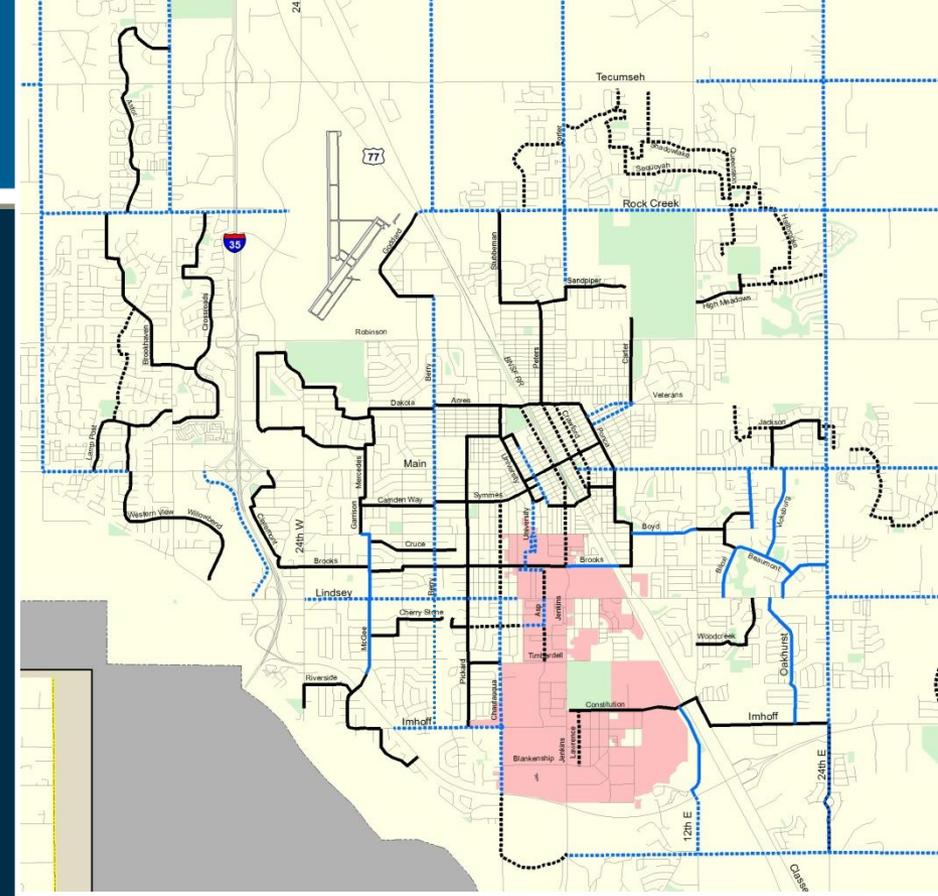


- Added definition to functional classification and network
- Design options for roadway sections
- Formalization of internal loop for regional connection
- Identification of Collector network supporting section grid
- Identification of Special Corridors
- **Railroad grade separations**



Highlights of the Bicycle/Pedestrian Plan

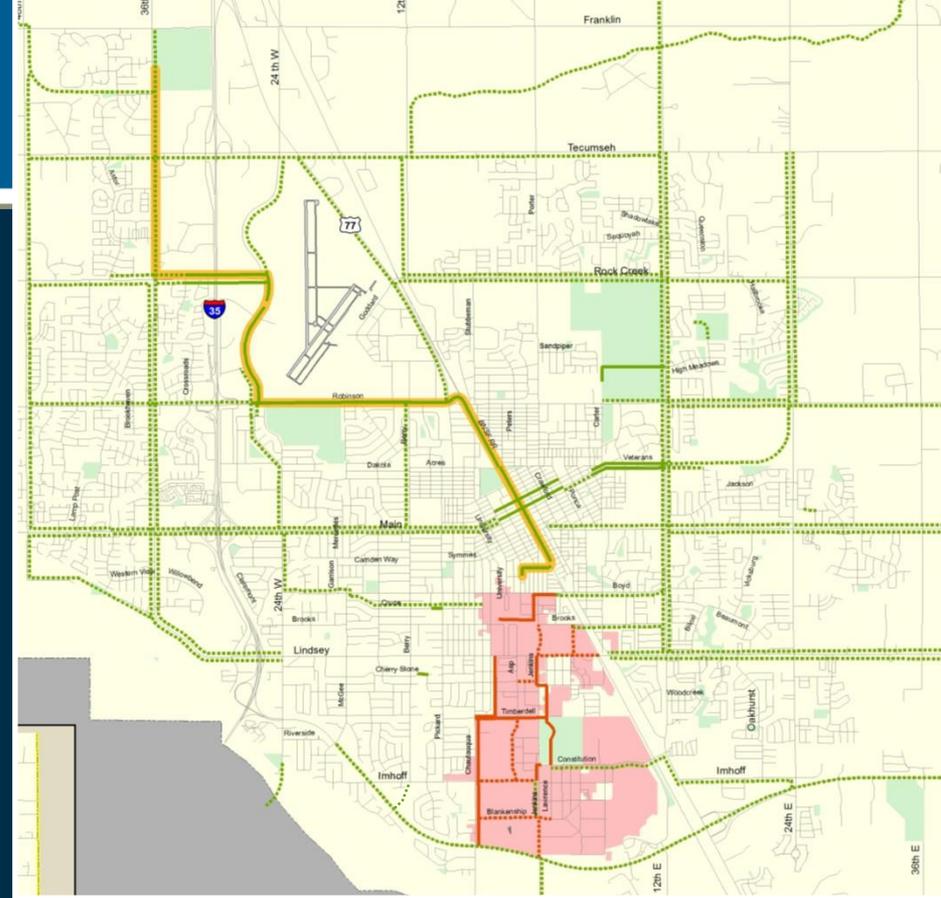
- Side-paths: 8-10' along roadway
 - 12th Ave. E
 - 48th Ave. E (thru rural Norman)
 - Lindsey (12th Ave. E to Classen)
 - Robinson /Main corridor
- Multi-use paths: 10-12' off road
 - Extension of Legacy Trail around Max Westheimer Airport
 - SH 9 Path
 - Robinson Waterline Path
- On-Street Facility 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 Bicycle/Pedestrian Plan

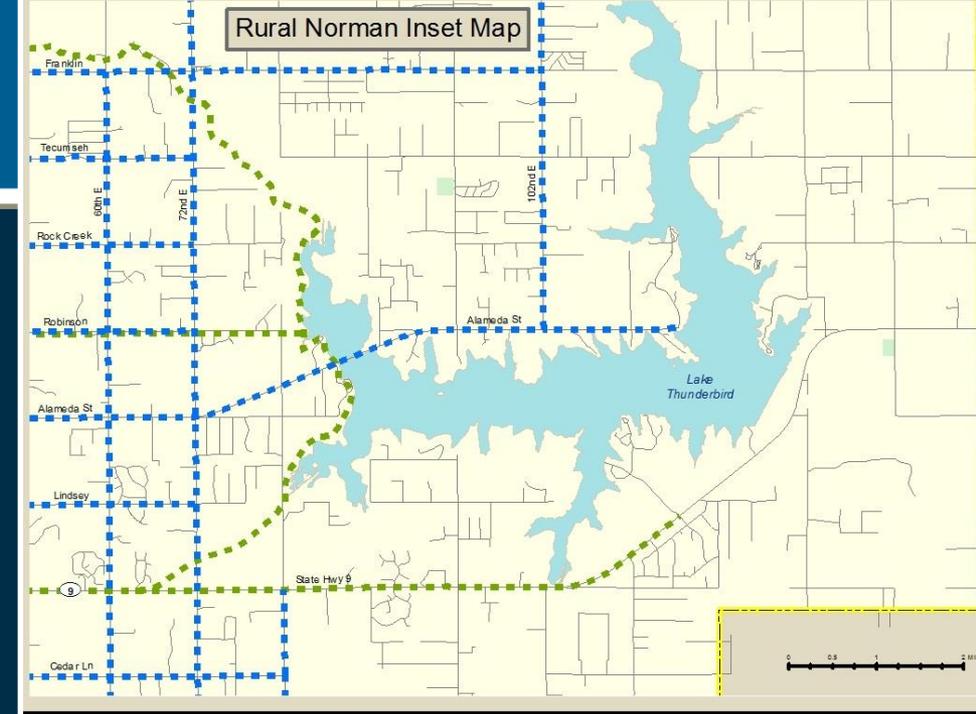
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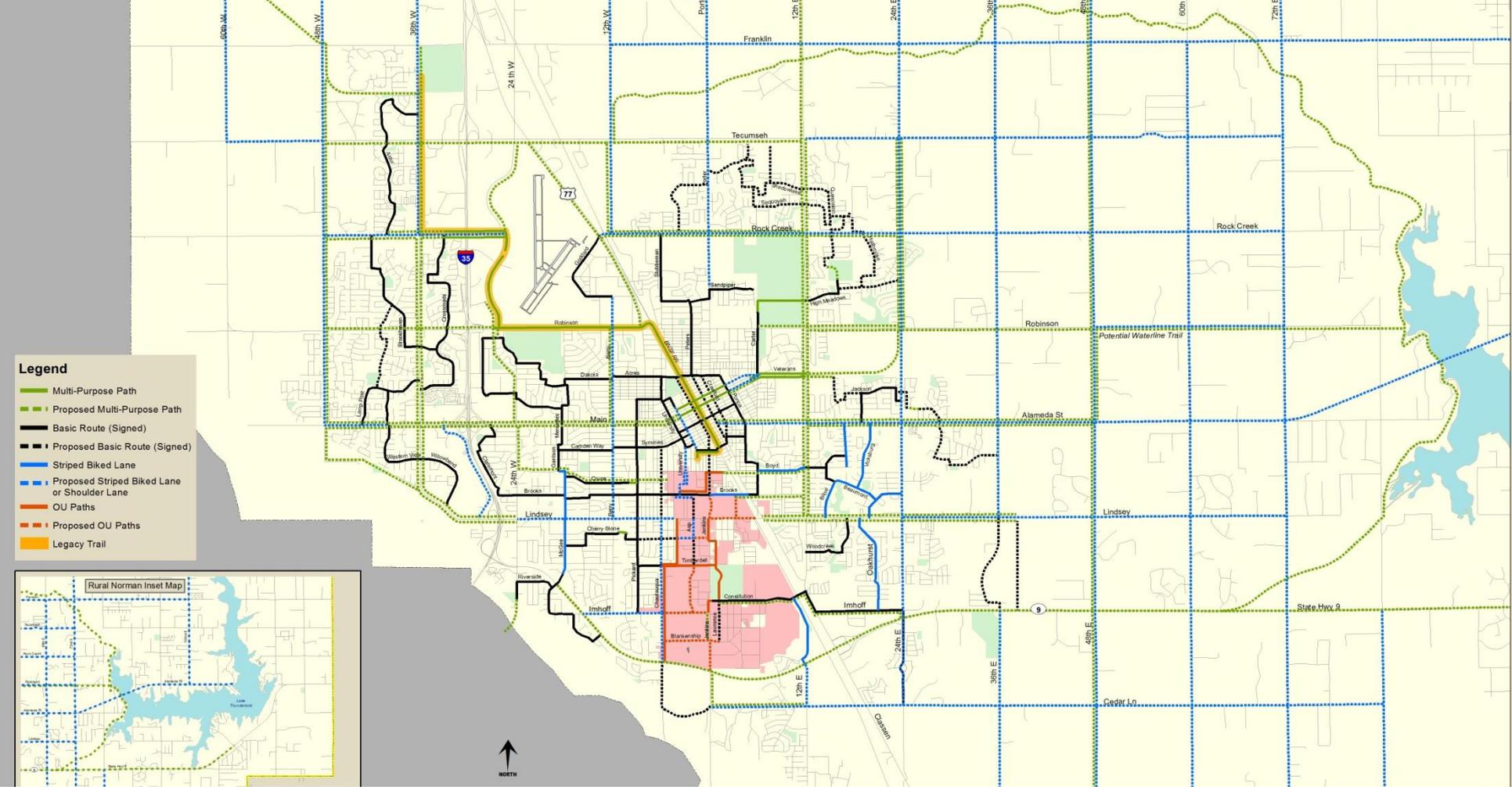


- **Notable Bike Lanes along:**
 - Berry Road (Lindsey to Robinson)
 - Lindsey (Elm to 24th Ave. W)
 - Rock Creek Road, E and W of Airport
 - University/Webster

Highlights of the Bicycle/Pedestrian Plan

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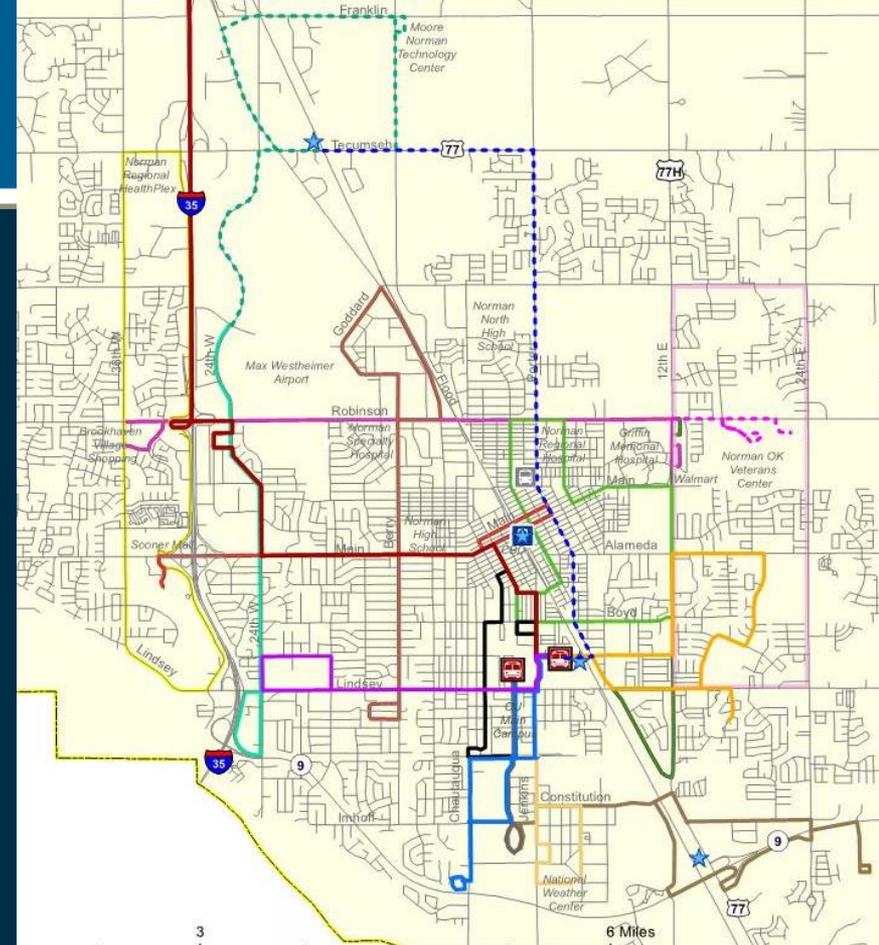


- On-Street Facility Standards
 - Bike lanes on urban minor arterials
 - Shoulder bike lanes on all rural principal/minor arterials

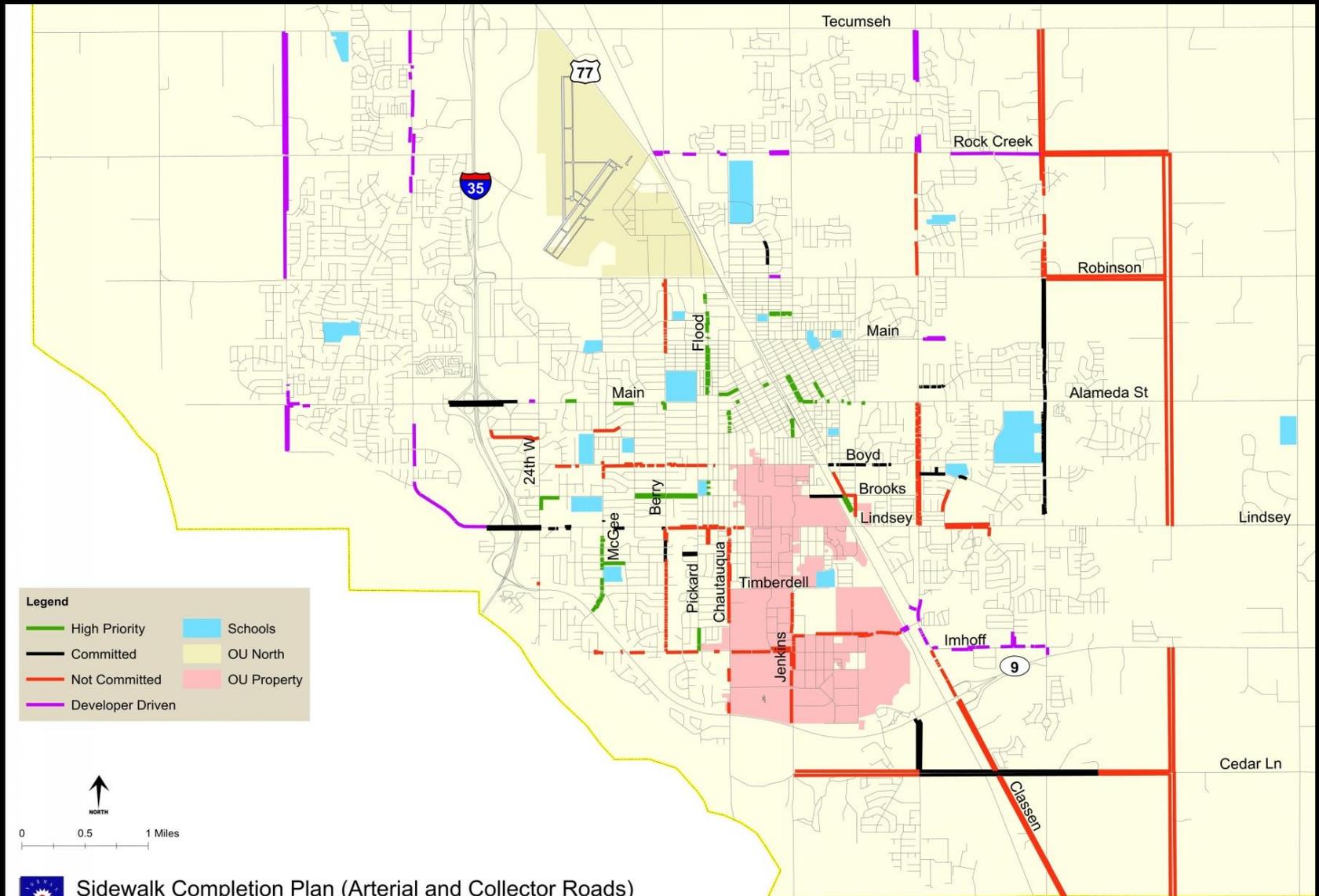
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 - Berry Road (Lindsey to Robinson)
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Highlights of the Transit Plan

- 2008 CART 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
- Corridor-focused grid of routes
- Regional Commuter Rail Stations

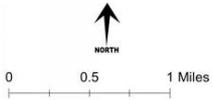


Sidewalk Completion Plan



Legend

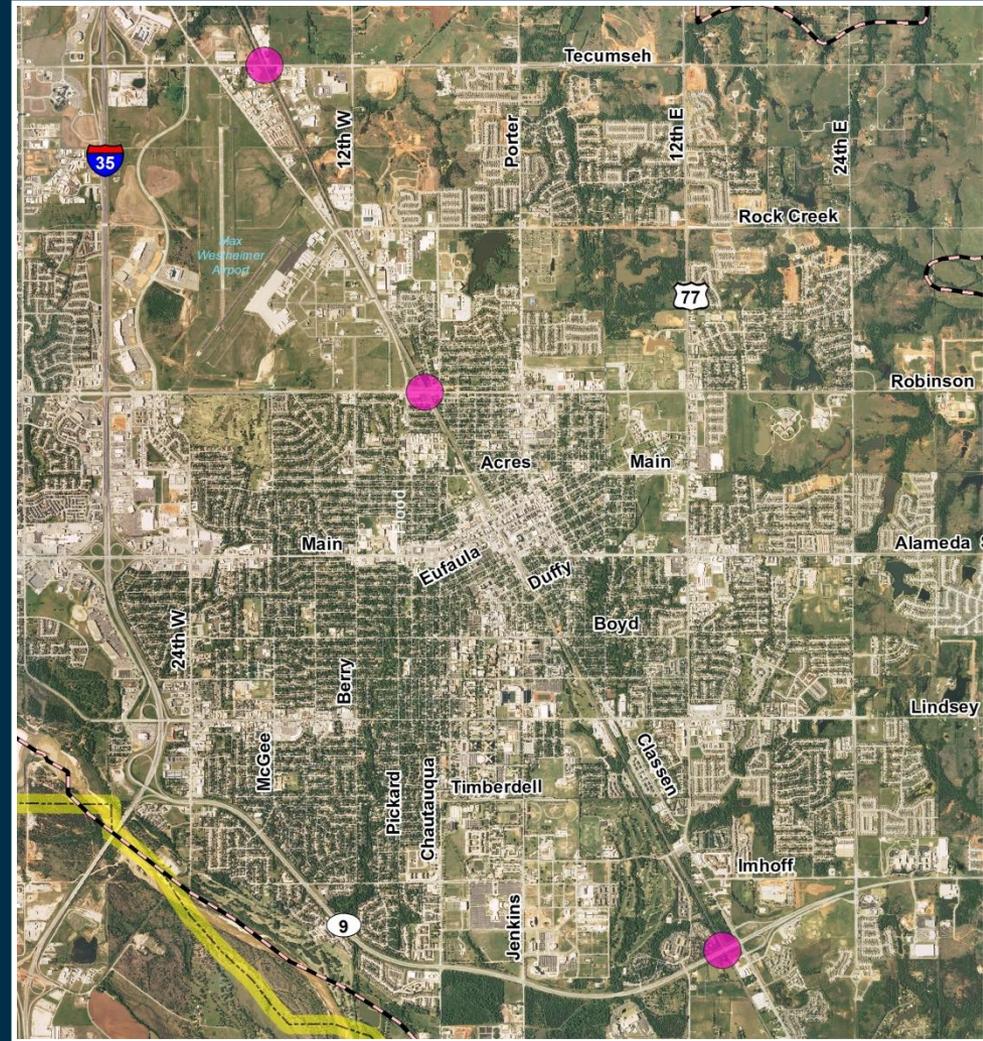
High Priority	Schools
Committed	OU North
Not Committed	OU Property
Developer Driven	



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

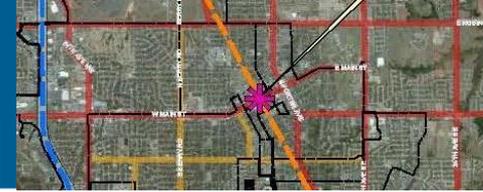
Changes to the 2/13/14 Draft CTP



- Input received from the CTP Sub-Committee (Feb. 24th), the Planning Commission (Mar. 13th), the City Council (Mar. 18th), and the Norman Downtown Association (April 10th) include:
 - **Thoroughfares**
 - Added reference to the 2002 Study of Two-Way Main Street (Chapter 2)
 - Added Berry Road as a Special Corridor (Chapter 3)
 - Advanced James Garner Extension from Medium to Short Range (Chapter 4)
 - Changed Lindsey Road Grade Separation to a study only (Chapter 4)
 - Moved both railroad separation studies to Long Range (Chapter 4)



Changes to the 2/13/14 Draft CTP



- Input received from the CTP Sub-Committee (Feb. 24th), the Planning Commission (Mar. 13th), the City Council (Mar. 18th), and the Norman Downtown Association (April 10th) include:

- **Transit**

- Modified description of transit service needs (Chapter 2)
- Enhanced Transit Master Plan summary description (Chapter 3)
- Added considerations for bus pullovers on Arterials (Chapter 3 &4)
- Added Action to adopt the Transit Plan (Chapter 4)
- Expanded upon the Actions to implement the Transit Plan (Chapter 4)
- Added Action to study dedicated transit funding



Changes to the 2/13/14 Draft CTP



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 - **Bicycle and Pedestrian**
 - Extended bike lanes on Berry Road, from Lindsey to Imhoff
 - Added Berry Road trail connector to SH 9 trail



CTP Next Steps



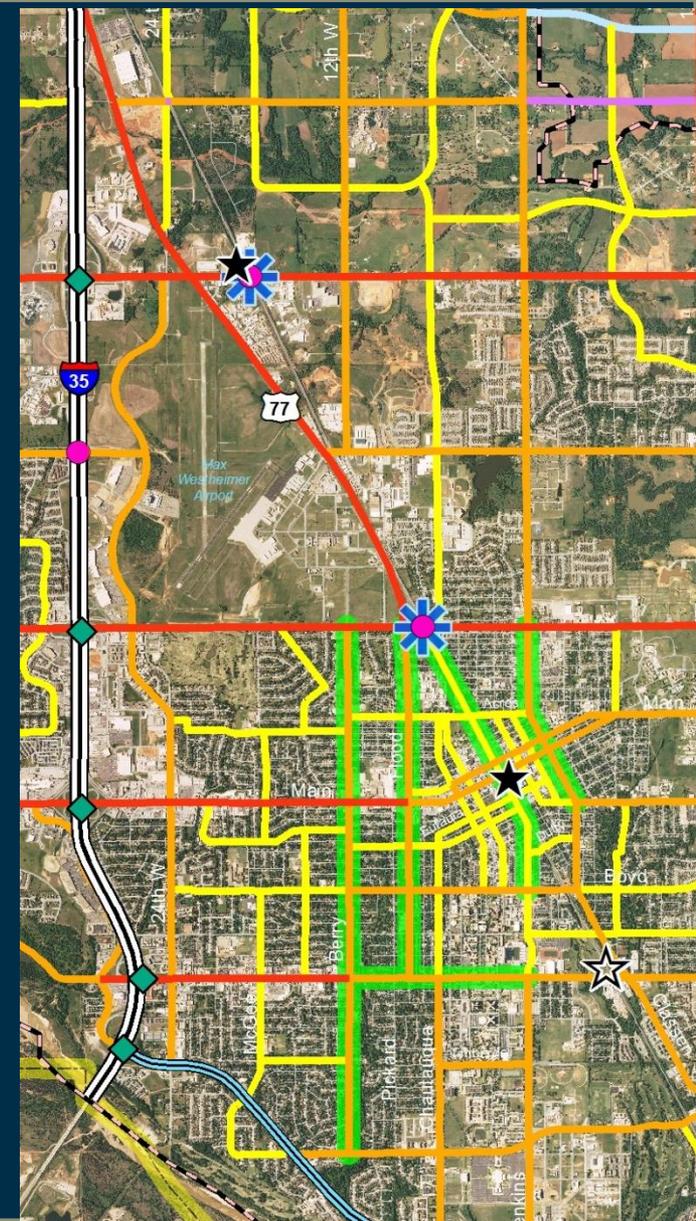
- Adopt the Norman CTP, which includes:
 - Thoroughfare Plan
 - Bicycle and Pedestrian Plan
 - Transit Plan
- Coordinate the Transportation Plan with the Land Use Plan
 - Station Area Planning
 - Land Development Concentrations
- Update City Processes and Procedures
 - Design Criteria and Standards for Complete Streets
 - Traffic Impact Assessment Guidelines



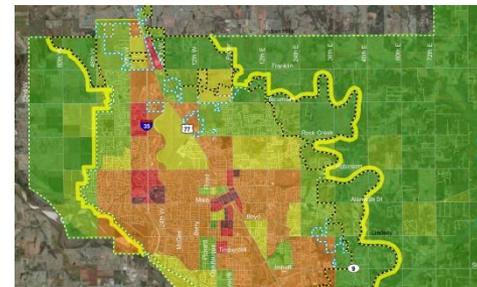
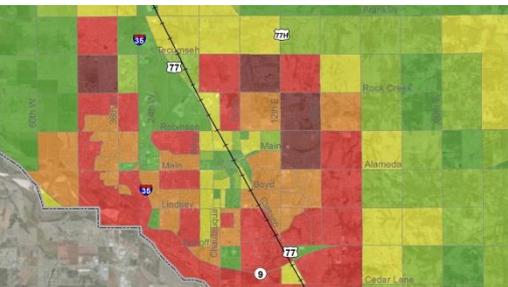
Norman Comprehensive
Transportation Plan
Moving Forward



- Questions, Comments and Discussion on the Draft Final Norman CTP Report
- Seeking Recommendation of the Norman CTP to the City Council



Norman Comprehensive
Transportation Plan
Moving Forward



Norman Comprehensive Transportation Plan

Thank You!

May 13, 2014