

# Norman Comprehensive Transportation Plan

## PUBLIC MEETING

April 15, 2013

# Agenda



- 6:00PM** • Open House & Modal Discussion
  - Sign-in Station
  - Modal Station Q&A
- 6:45PM** • CTP Project Introduction & Overview
- 7:15PM** • CTP Development Process Q&A
- 7:30PM** • Modal Station Q&A
- 8:00PM** • Modal Station Comment Review/Closing Remarks



# Norman Comprehensive Transportation Plan

A Multi-Modal Plan for 2035.



# Benefits of Transportation Planning



- **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



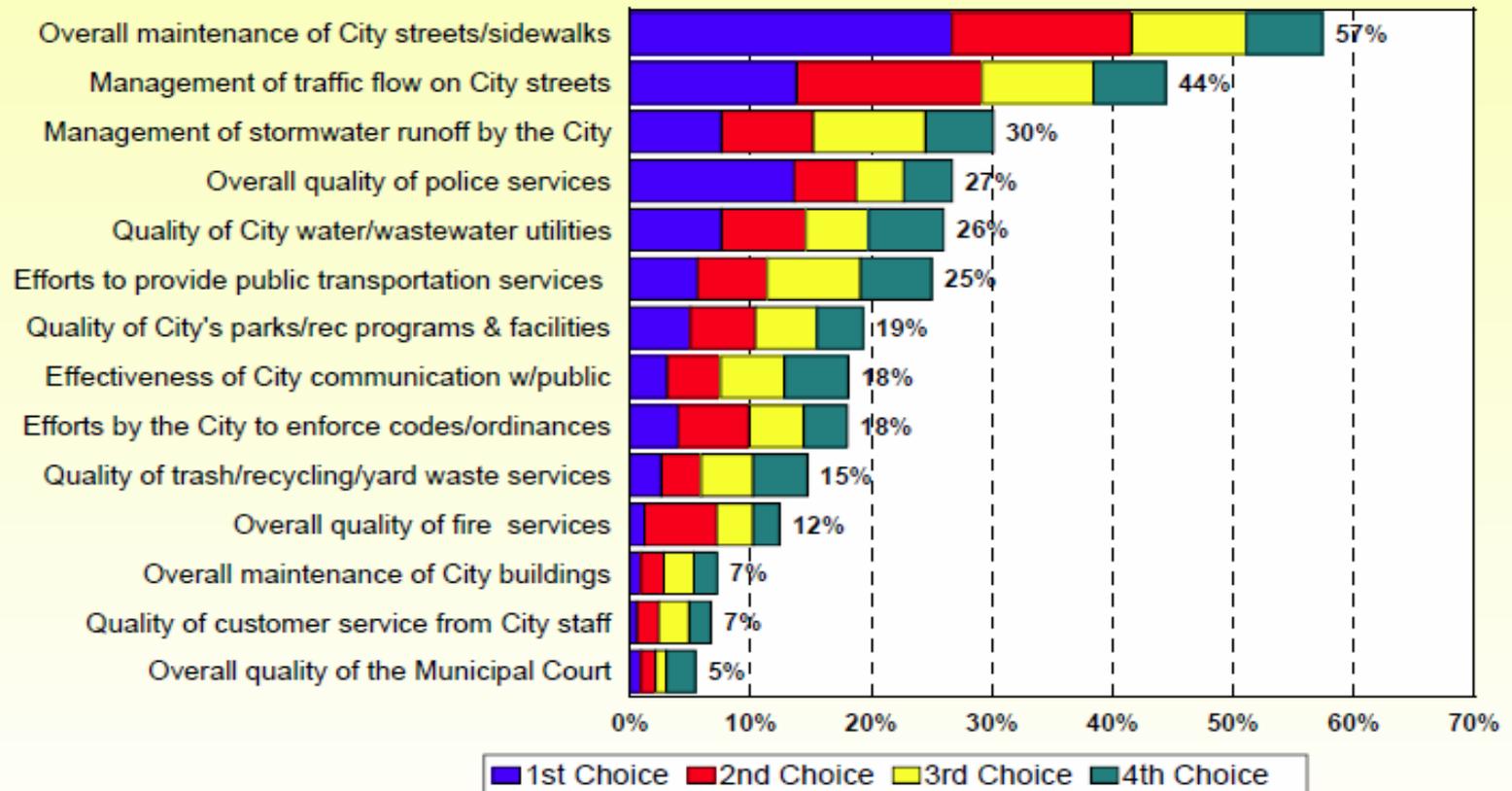
- **Informed Public**
- **Increased Mobility, Options and Safety**
- **Facilitate Growth and Development**
- **Community Connectivity**
- **Sensitivity to Land Planning**





## Q2. City Services That Are The Most Important For The City of Norman to Emphasize Over the Next Two Years

by percentage of respondents who selected the item as one of their top four choices

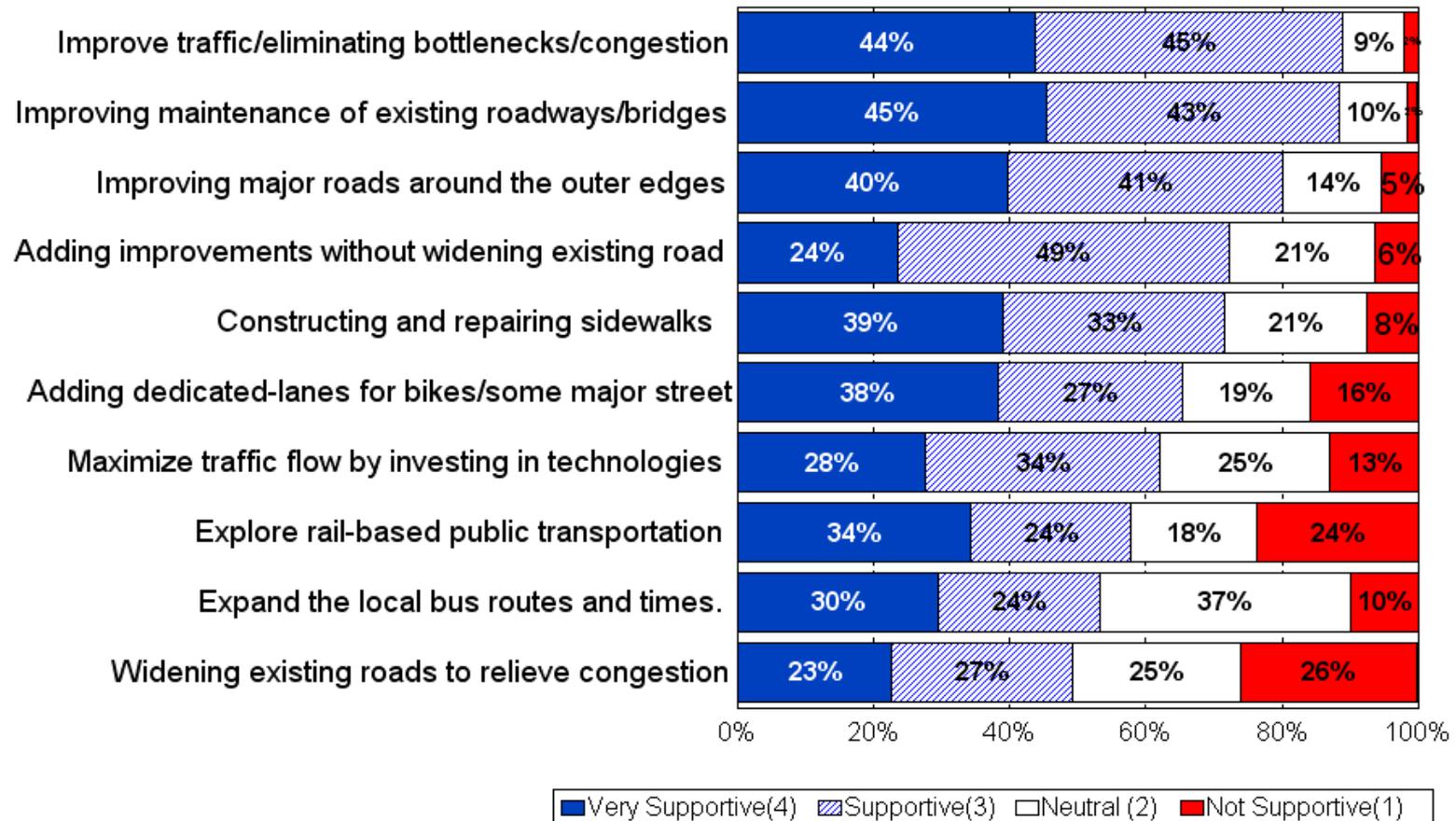


Source: ETC Institute (2009)



## Q5. Level of Support for Various Transportation Improvements

by percentage of respondents who rated the item as a 1 to 4 on a 4-point scale (excluding don't knows)



# CTP Guiding Principles

## 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

# CTP Development & Schedule



Dec 2012      Mar 2013      Jun 2013      Sep 2013      Dec 2013      Mar 2014

1. **Guiding Principles, Goals and Objectives**



2. **Existing Transportation Systems**



3. **Assessment of Transportation Needs**



4. **Forecast Transportation Conditions**



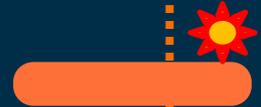
5. **Develop Long Range Improvements Plan**



6. **Transportation Policies and Programs**



7. **Implementation**



8. **Documentation**



 Subcommittee Meetings

 Public Meetings

 Public Hearings

# CTP Sub-Committees



- CTP Input and Guidance
- Subcommittee Composition
  - 45 members
  - 4 modal subcommittees
  - Co-Chair leadership
- Input to Plan Development
- SC Meeting Structure
  - Opening collaborative session
  - Independent group work
  - Combined wrap-up session



## Four Subcommittees

Vehicular and Parking

Transit Service

Pedestrian, Bike and Streetscape

Freight, Airport, Emergency Response

## Meeting Dates

SC#1 Feb. 7<sup>th</sup>: Goals/Objectives

SC#2 Feb 18<sup>th</sup>: Existing Conditions & Needs

SC#3 Mar. 25<sup>th</sup>: Improvement Concepts

SC#4 Apr. 25<sup>th</sup>: Assess Potential Projects

SC#5 May 23<sup>rd</sup>: Policies and Programs

# CTP Coordination



- Sub-Committee Meetings
- Council Study Sessions
- CVC Updates
- Staff Coordination Meetings



# Project Tasks



**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**

# 1. Guiding Principles, Goals & Objectives

- Project Initiation with City Staff
- CVC Subcommittees and Framework
- Framework for Social Media Outreach
- Subcommittee Meeting
  - Review Goals and Principles
  - CTP Objectives
- Finalize Principles and Goals
- Key Deliverable:
  - Draft Chapter on Principles, Goals and Objectives for the Plan

## Guiding Principles

Special Place to Live

Mobility

Maintain and Preserve  
Existing Infrastructure

Fiscal Stewardship

Enhance Economic Vitality





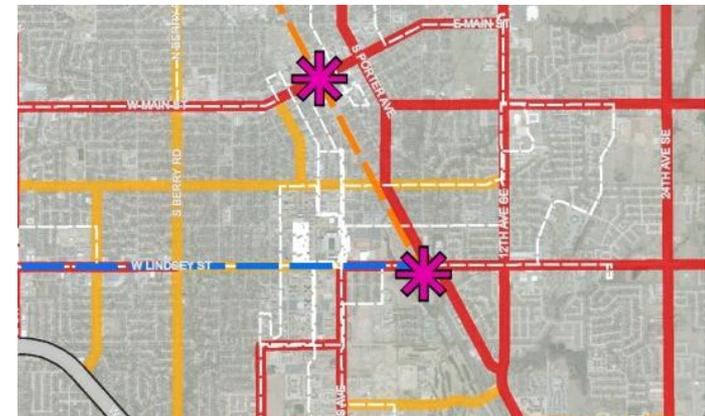
## 2. Assessment of Existing Systems

- Summarize Existing Plans
- Data Collection & Compilation
- Review Trends, Committed Improvements, Programs and Initiatives
- Analysis of Existing Conditions
- Assessment of Deficiencies
- Key Deliverable:
  - Draft Chapter on Existing Conditions

- **Systems Evaluation**
- **Auto**
- **Truck**
- **Bus Transit**
- **Passenger Rail**
- **Aviation**
- **Pedestrian**
- **Bicycle**
- **Parking**
- **Major Street/Highway**
- **Traffic Signal System**
- **Crash Locations**
- **Maintenance**

### 3. Assessment of Transportation Needs

- Initial System Needs Assessment
- Develop Initial Strategies
- Subcommittee: Formulate Concepts
- Refine Needs and Concepts
- Review Needs & Concepts with Commissions, Committees and Council
- Key Deliverable
  - Draft Chapter on Transportation Needs Assessment



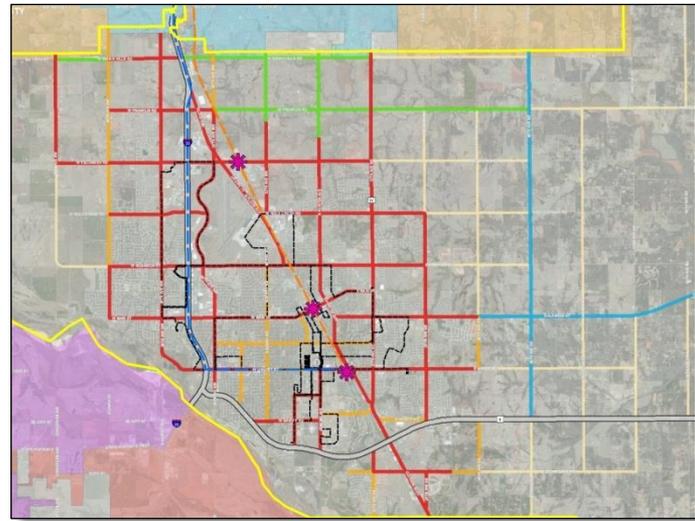




## 5. Transportation Plan and Prioritization

- Transportation Plan and Improvements
  - Subcommittee Collaboration
- Street Classifications and Configuration
- Modal System Plans
- Short and Long-Range Improvements
  - Subcommittee Collaboration
- CIP Methodology, Scoring & Ranking of Short and Long-Range Projects
- Key Deliverable
  - System Plans, Short/Long-Range CIP

- Modal System Plans**
- Thoroughfare Plan
  - Pedestrian System
  - Bicycle System
  - Transit Systems





## 6. Transportation Policies and Programs

- Review Existing Policies & Programs
- Peer City Review
- Develop Action Plans to Address Programs
  - City Staff and Subcommittee Collaboration
- Implementation Strategies, Roles and Responsibilities
- Subcommittee Concurrence
- Draft Policies
  - Review with Commissions, Committees and Council
  - Social Media Outreach
- Key Deliverable
  - Draft Chapter on Policies, Programs & Procedures

### Policies and Programs

- Multimodal Integration
- Transportation Finance
- Traffic Impacts
- Maintenance
- Traffic Calming
- Access Management
- Parking

## 7. Implementation

- Review Transportation Revenues & Constraints
- Correlate Revenues and Prioritized Improvements
- Finance Plan for Short/Long-Range CIP
- Assess Potential New Funding Strategies
  - Collaborate with City Staff and CVC
  - Social Media on Implementation Plan
- Committee/Council Meeting on Improvements and Funding Strategies
- Develop 5-Year TIP
  - Review with Committees and Commissions
  - Public Hearing on Draft TIP
- Key Deliverable
  - Implementation Strategies, Funding, Draft TIP



**IMPLEMENTATION GUIDE - EXAMPLE**

GOAL	STRATEGIES	PARTNERS	TARGET TIMELINE	POTENTIAL RESOURCES
Ensure future land uses meet the needs of residents and businesses.	<ul style="list-style-type: none"><li>A-1. Review the downtown area's land use orders to identify housing and parking adjacent to Lake ABC.</li><li>A-2. Review the Future Land Use map to include low density housing and parking adjacent to Lake ABC.</li><li>A-3. Create an existing parking district with design guidelines.</li></ul>	City	June 2011	General Funding
Provide mobility with a safe and efficient transportation system.	<ul style="list-style-type: none"><li>B-1. Redesign 101 Road with ABC Drive. Provide intersection-improvements at new intersection of 101 Road and ABC Drive.</li><li>B-2. Place strategic signage at major intersection in the downtown center using district.</li><li>B-3. Provide bike lanes, sidewalks and street lighting along 123 Street.</li></ul>	City, Public, County	January 2013	General Funding, County Transportation Bond Program, Grant
	<ul style="list-style-type: none"><li>B-4. Design and develop a conceptual plan for a new transit rapid stop station, within the future.</li><li>B-5. Develop open space in the center portions of the block square.</li><li>B-6. Create outdoor retail and office space along the existing 1 Front Street.</li><li>B-7. Continue to develop historic Street as small specialty businesses.</li><li>B-8. Create and coordinate public art initiatives.</li></ul>	City, AISC, local organizations, private, local organizations, business, local business, business owners, City, AISC, downtown, local business, business owners, City, local organizations	June 2010	General Funding, EDC funding, private funding, grant agreements

# CTP Goals & Objectives Review



- Five guiding principles
- Refined Goals
- Development of Objectives
- Mixed group collaboration

separate objectives for:

- Core Norman
  - walkability
  - crossable streets
  - bikeable

- Rural Norman
  - safety for bicycling
  - trails
  - approach corridors

- Suburban (beyond)

- Downtown?

3. Guiding Principle: Maintain and Preserve Existing Infrastructure

Goal #1: Prioritize investments to ensure the maintenance, rehabilitation, safety and reconstruction of current infrastructure systems.

To Competencies

Objective P1: Design, operate and manage the transportation system to ensure the safety and enhance transportation safety for those traveling in and from Norman.

Objective P2: Implement transportation performance measures to forecast, degree to which the transportation system investments accomplish mobility objectives.

Objective P3: Strive to limit impacts of project implementation upon the surrounding neighborhoods during construction.

Objective P4/M1: Manage, reduce and avoid roadway congestion through targeted capacity enhancements, and promotion of making trips by transit.

Further describe the goal and better define it

add the detail to be overall goal

accessibility

materials - not a wait list to traveling city

P1 - involve law enforcement in design + operate

P1 - system defined by individual modes of transport

market bike lanes, debris controls

2. Guiding Principle: Mobility

Goal #2: Manage, reduce and avoid roadway congestion by emphasizing multi-modal connectivity and network management through operational improvements, and other strategies.

Objective M1: Invest in locally street improvements for a network of arterial roads to meet the needs of the area beyond the core of Norman that support the effective movement of vehicles around rather than through the central core of Norman, while accommodating bicyclists and pedestrians as appropriate.

Objective M2: Invest in improvements to arterial and collector street network and parking provisions in the core of Norman that support the balanced mobility of pedestrians, bicyclists and vehicles.

Objective M3: Invest in proactive transit improvements that serve the central core of Norman at a high level of service with serving target areas of the city of Norman and providing connectivity to regional transit services with the intent to provide viable options to the personal vehicle.

Objective M4/M4: Manage, reduce and avoid roadway congestion through operational improvements, targeted capacity enhancements, and promotion of making trips by transit.

Objective M5: Serve as leader in regional transit discussions.

Consider complete streets policy for all roadway project

Create a free ride bicycle and pedestrian links network not necessarily connected to roadways.



## 1. Guiding Principle: A Special Place to Live

Goal #1: Provide a transportation system planned and designed with people and places in mind, and provided with amenities and aesthetic treatments that enhance the traveling experience for all modes of transportation.

**Objective S1.** Adopt policies and ordinances and create programs that promote multimodal and context sensitive considerations and aesthetics into the planning and project funding of transportation facilities in Norman.

**Objective S2.** Institute departmental processes and procedures to ensure coordination of land use and transportation planning, and context sensitive solutions for design and implementation of transportation corridors and facilities in Norman.

**Objective S3.** Provide transportation investments and procedures that help enhance the traffic access and circulation, walkability, bikeability, aesthetics and amenities of the central core of Norman including Downtown, Campus Corner, OU, and surrounding neighborhoods.

**Objective S4.** Enhance the aesthetics of the section line roadway corridors that lead residents and visitors to the central core and major areas of retail and development and to significant attractions in Norman such as Thunderbird State Park.

**Objective S5.** Invest in improvements to minimize the impacts of railroad delay and noise through Norman.

**Objective S6.** Provide a wayfinding system of signage, markers and other devices to inform visitors and residents of the special areas and attractions in Norman.

# Goals & Objectives Review



## 2. Guiding Principle: *Mobility*

**Goal #2:** Provide efficient and effective mobility to, from and within Norman by ensuring multi-modal transportation options and management for existing and anticipated future needs.

- Objective M1.** Provide mobility for people who live, work and visit Norman - especially those who are economically, socially or physically challenged - in order to support their full participation in society and contributions to Norman's economic productivity.
- Objective M2.** Invest in timely street improvement projects in the area beyond the core of Norman that serve the needs of motorists, bicyclists and pedestrians in the roadway corridor.
- Objective M3.** Invest in improvements to a network of transit routes in the core of Norman that provide connectivity for pedestrians, bicyclists and goods movement.
- Objective M4.** Invest in proactive transit system improvements in Norman at a high Level of Service while providing connectivity to regional transportation options to the personal vehicle.
- Objective M5.** Support efforts to develop a network of transit routes that serve as leaders in regional rail transportation.
- Objective M6.** Provide a network of bicycle routes, bike lanes and paths, that provide connectivity and recreational opportunities.



## 4. Guiding Principle: *Fiscal Stewardship*

**Goal #4:** Optimize the use of City of Norman funds and leverage additional funding for transportation to maximize the Norman public return on investment in transportation infrastructure and operations.

- Objective F1.** On an ongoing basis, identify and pursue private, regional, state and federal revenue sources for funding multimodal transportation improvements in Norman.
- Objective F2.** On an ongoing basis, integrate state and federal long-range transportation planning factors with local and regional transportation planning to maximize future funding opportunities for surface transportation projects in Norman.
- Objective F3.** On a monthly basis as needed, provide transparency and meaningful public awareness, ongoing citizen input, and participation opportunities to prepare the Norman CTP and its long-term implementation process.
- Objective F4.** On an ongoing basis, plan for and preserve rights-of-way and other real property for future multimodal transportation and supporting infrastructure investments in advance of economic development.
- Objective F5.** Develop a policy and programs for city consideration of private/public partnerships and donations to fund transportation infrastructure, amenities and aesthetics.
- Objective F6.** Create and implement tax assessments for transportation and supporting improvements associated with special initiatives, including bridge repair and rail transit.



## 3. Guiding Principle: *Maintain and Improve Existing Infrastructure*

**Goal #3:** Prioritize investments to ensure the maintenance, rehabilitation, safety and reconstruction of current infrastructure systems.

- Objective P1.** Design, operate and manage the transportation system to maintain or improve the quality of multimodal mobility, access and safety for those traveling in and living within Norman.
- Objective P2.** Develop and implement transportation projects that regularly monitor, evaluate, and forecast the impacts of investments to accomplish community goals.
- Objective P3.** Minimize the impacts of project construction on businesses and neighborhoods during construction.
- Objective P4.** Manage, reduce and avoid road closures for all roadway users through operational improvements, and promotion of multimodal transportation options.
- Objective P5.** Develop and promote programs of assistance with the condition of transportation infrastructure and operations.



## 5. Guiding Principle: *Enhance Economic Vitality*

**Goal #5:** Invest in transportation improvements that support the physical and economic vitality of Norman's neighborhoods, businesses, employment and education districts.

- Objective E1.** Initiate and promote a managed parking system(s) and/or district(s) to support and encourage increased activity and density of development within the core of Norman and specifically to address the needs of Downtown, Campus Corner and DU, parking management for the adjacent neighborhoods.
- Objective E2.** Provide for effective trucking, railroad and air freight movement to, from and through Norman, including supporting facilities and airspace, while minimizing their impact on the quality of life, specifically in the core of Norman.
- Objective E3.** Identify and promote land development strategies and suitable locations to maximize and support multi-modal development, such as mixed-use districts and transit oriented development that maximize the benefits of transit investments.
- Objective E4.** Identify and implement policies and programs to support and incentivize development initiatives within the city by establishment of special districts (e.g. TIF, PID, MMD) for use in timely implementation of transportation improvements.
- Objective E5.** Identify and implement policies and programs to streamline the project development process to reduce time to implement transportation improvements.

# Existing Conditions

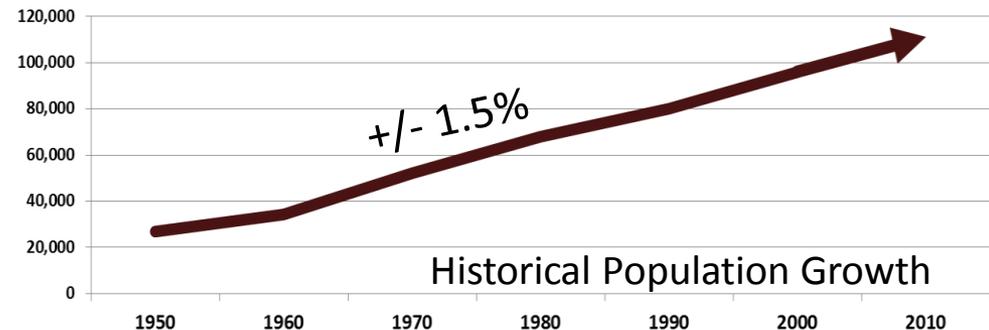
## Community Growth Trends



- Population Growth
  - Steady growth
  - 20-year CAGR: 1.64%
  - Since 2000: 1.49%
  - 20-year Projection:
    - Norman 2025: 1.33%
  
- Comparison of Comprehensive Plan with ACOG Model for 2035
  - Population density
  - Roadway linkages
  - Capital improvements

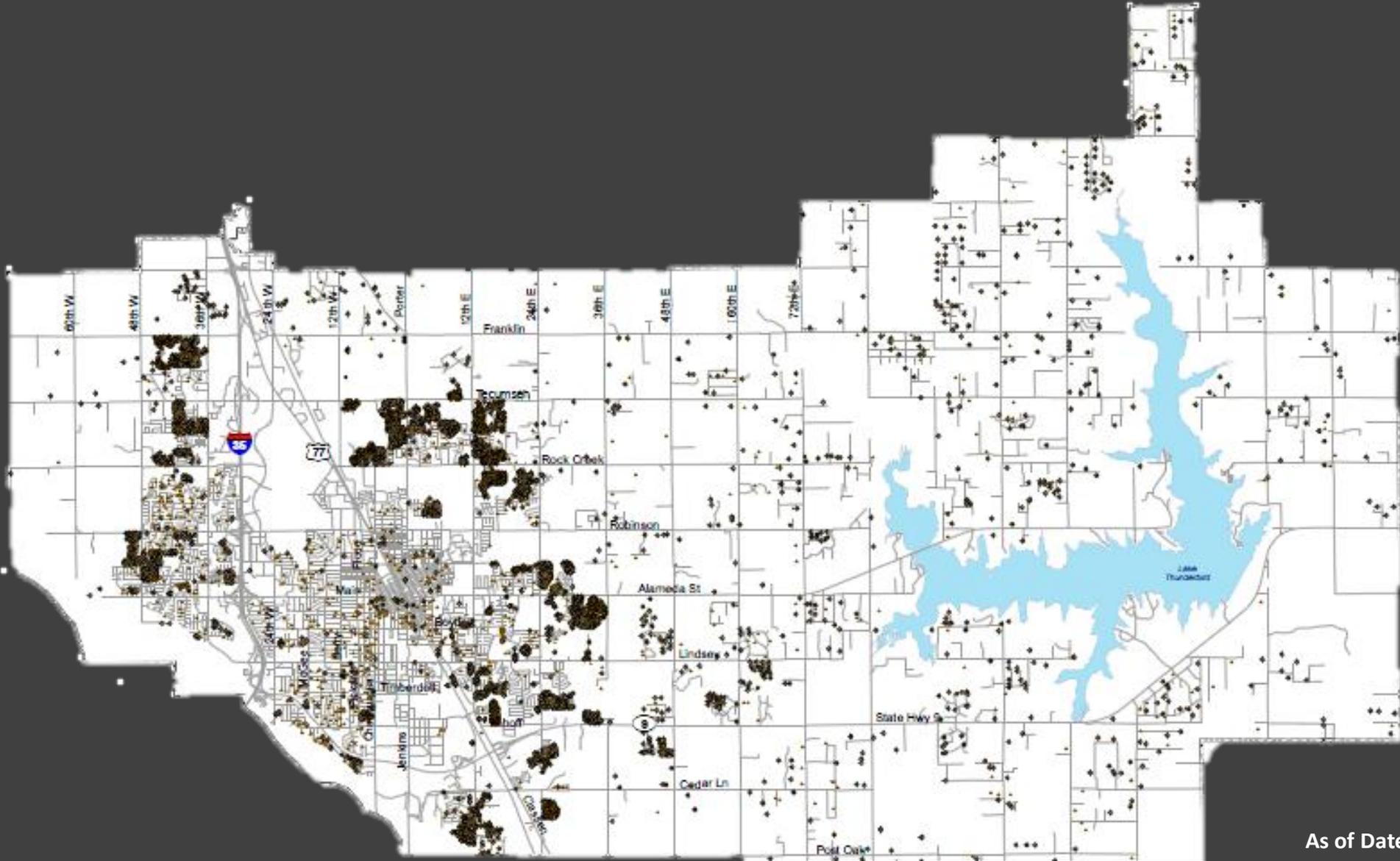
Population Projections			
Year	1.50%	Norman 2025	ACOG
2015	119,497	120,152	121,120
2025	136,682	137,147	137,548
2035	160,946	156,518	156,173

Year	Employment Projections	CAGR
2005	59,002	1.85%
2015	70,872	
2025	85,130	
2035	102,298	



# Development Trends

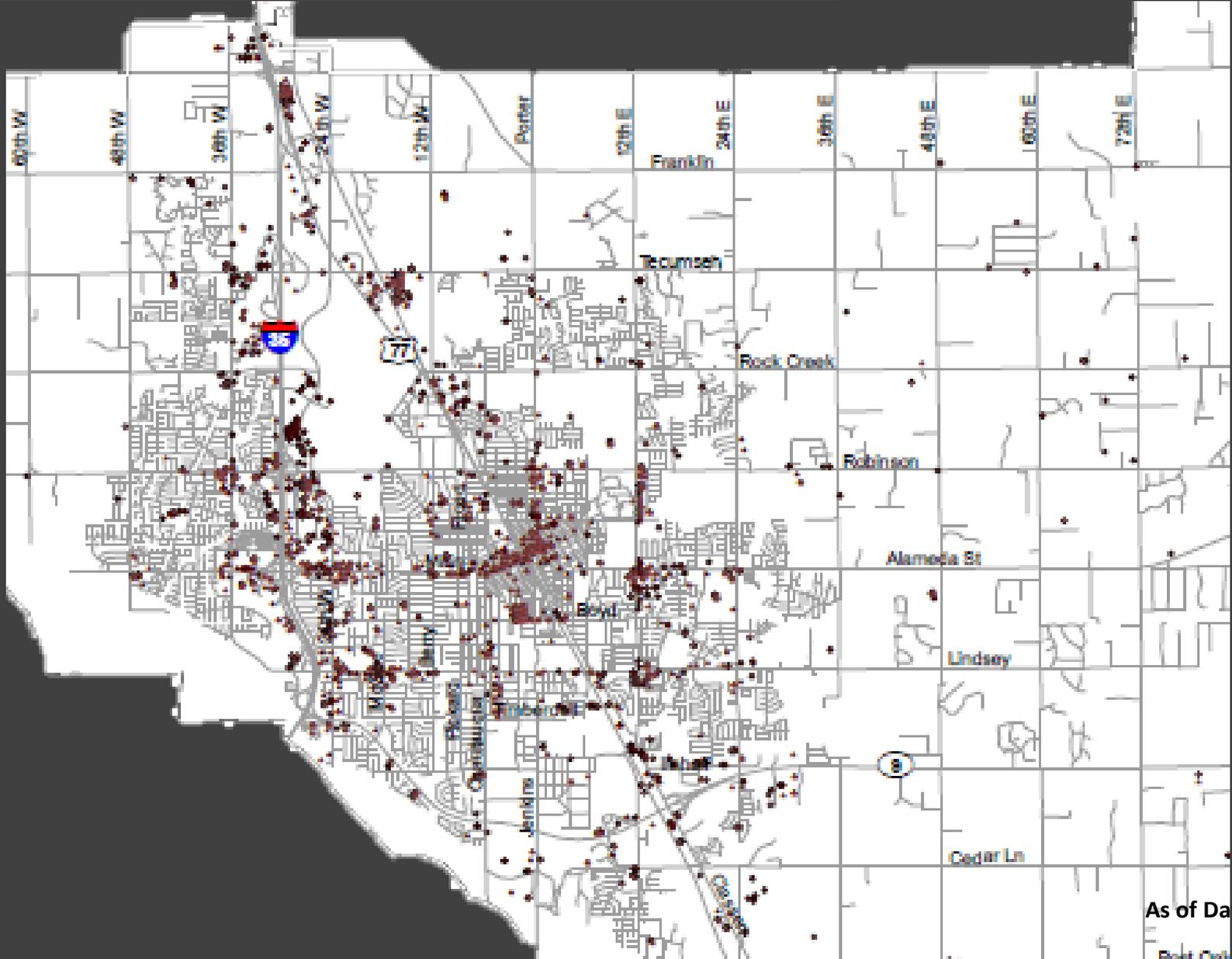
## 2002-2011 Residential Building Permits



As of Date

# Development Trends

## 2002-2011 Commercial Building Permits



As of Date

East Out

# Existing Conditions

## 2005 Population Density (ACOG)

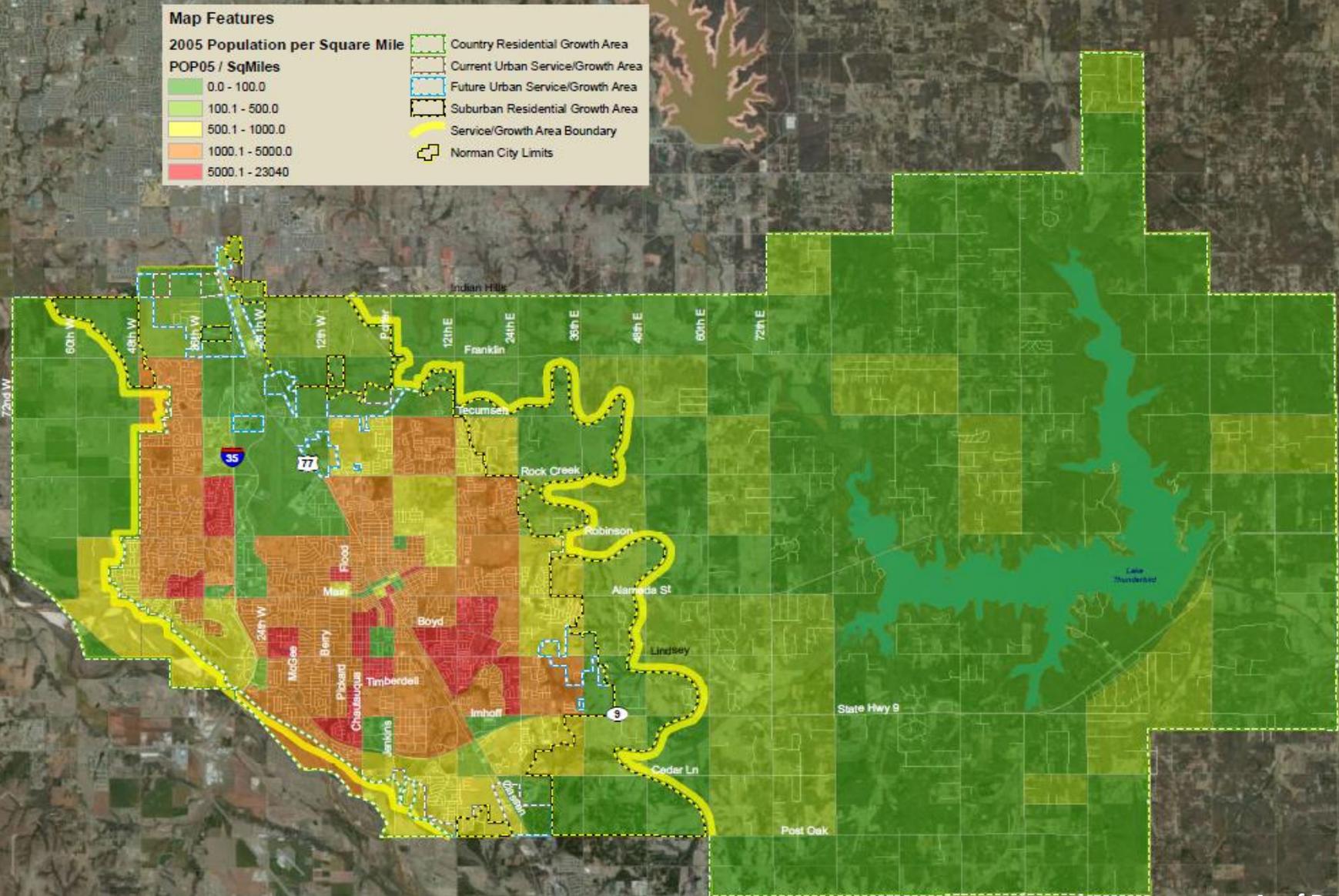


**Map Features**

**2005 Population per Square Mile**  
**POP05 / SqMiles**

- 0.0 - 100.0
- 100.1 - 500.0
- 500.1 - 1000.0
- 1000.1 - 5000.0
- 5000.1 - 23040

- Country Residential Growth Area
- Current Urban Service/Growth Area
- Future Urban Service/Growth Area
- Suburban Residential Growth Area
- Service/Growth Area Boundary
- Norman City Limits



As of Date

# Existing Conditions 2035 Population Density (ACOG)

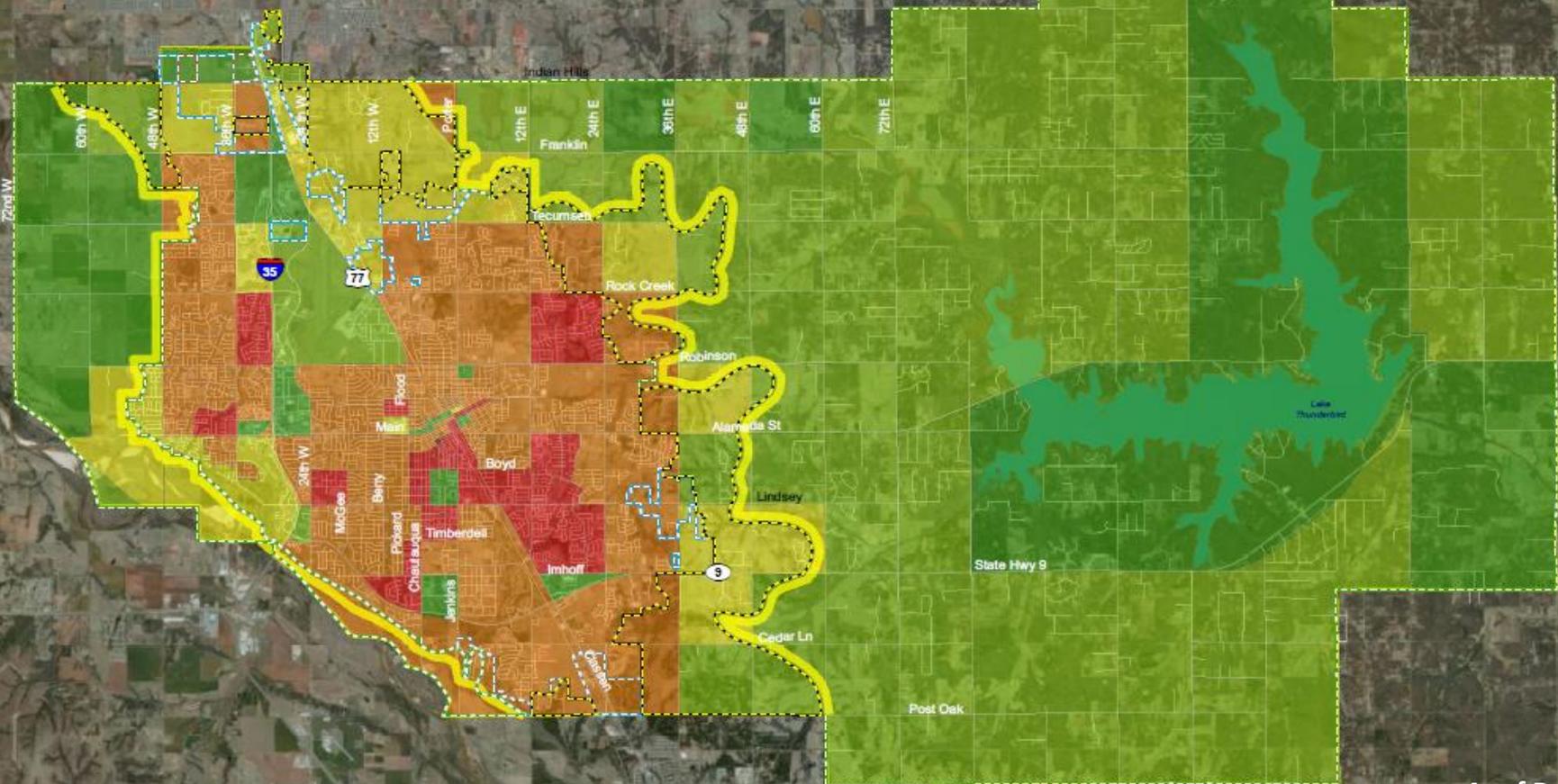


**Map Features**

**2035 Population per Square Mile**

**RUN3 / SqMiles**

0.0 - 100.0	Country Residential Growth Area
100.1 - 500.0	Current Urban Service/Growth Area
500.1 - 1000.0	Future Urban Service/Growth Area
1000.1 - 5000.0	Suburban Residential Growth Area
5000.1 - 25000.0	Service/Growth Area Boundary
25000.1 - 31350.6	Norman City Limits



As of Date



# Existing Conditions 2035 Employment Density



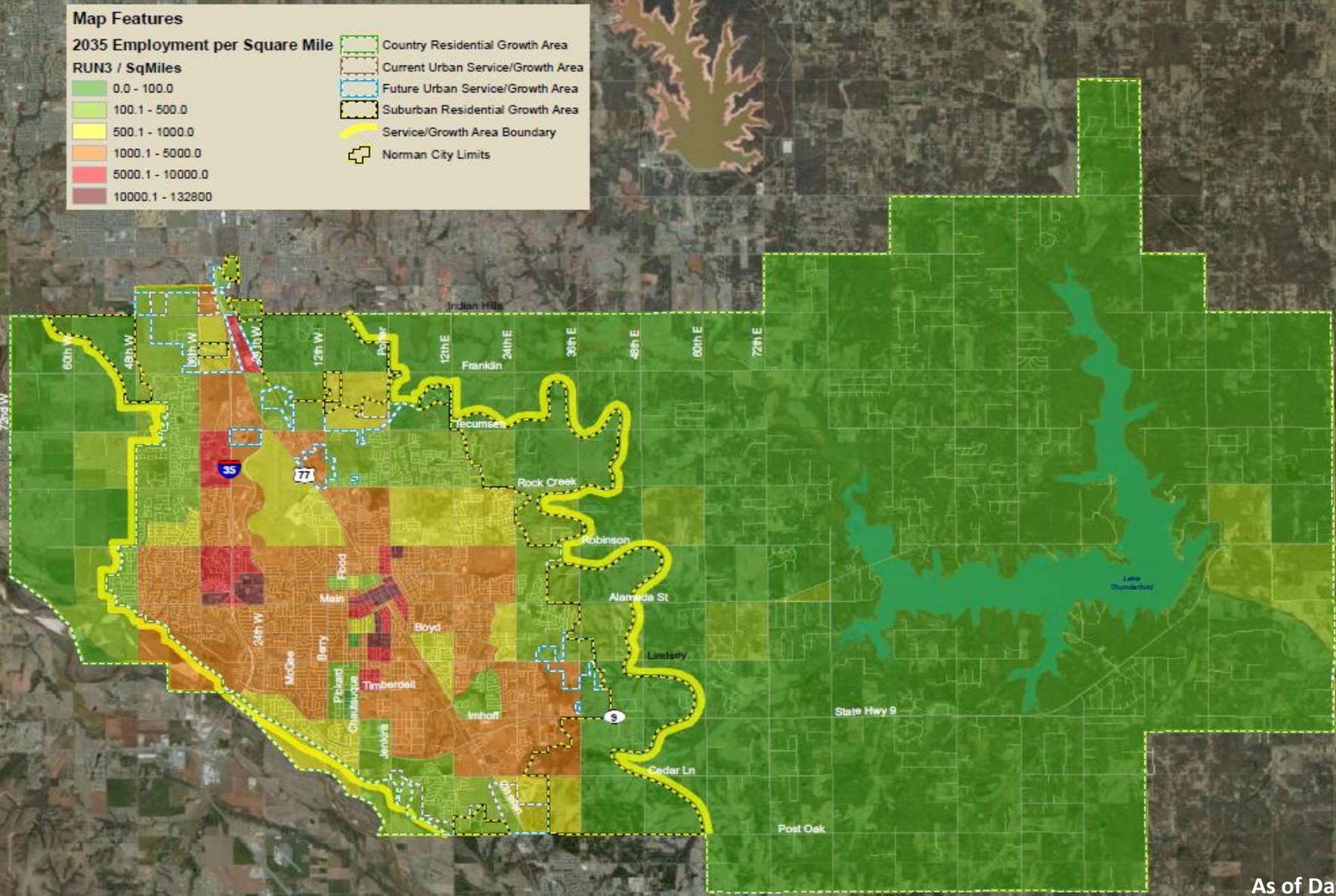
**Map Features**

**2035 Employment per Square Mile**

**RUN3 / SqMiles**

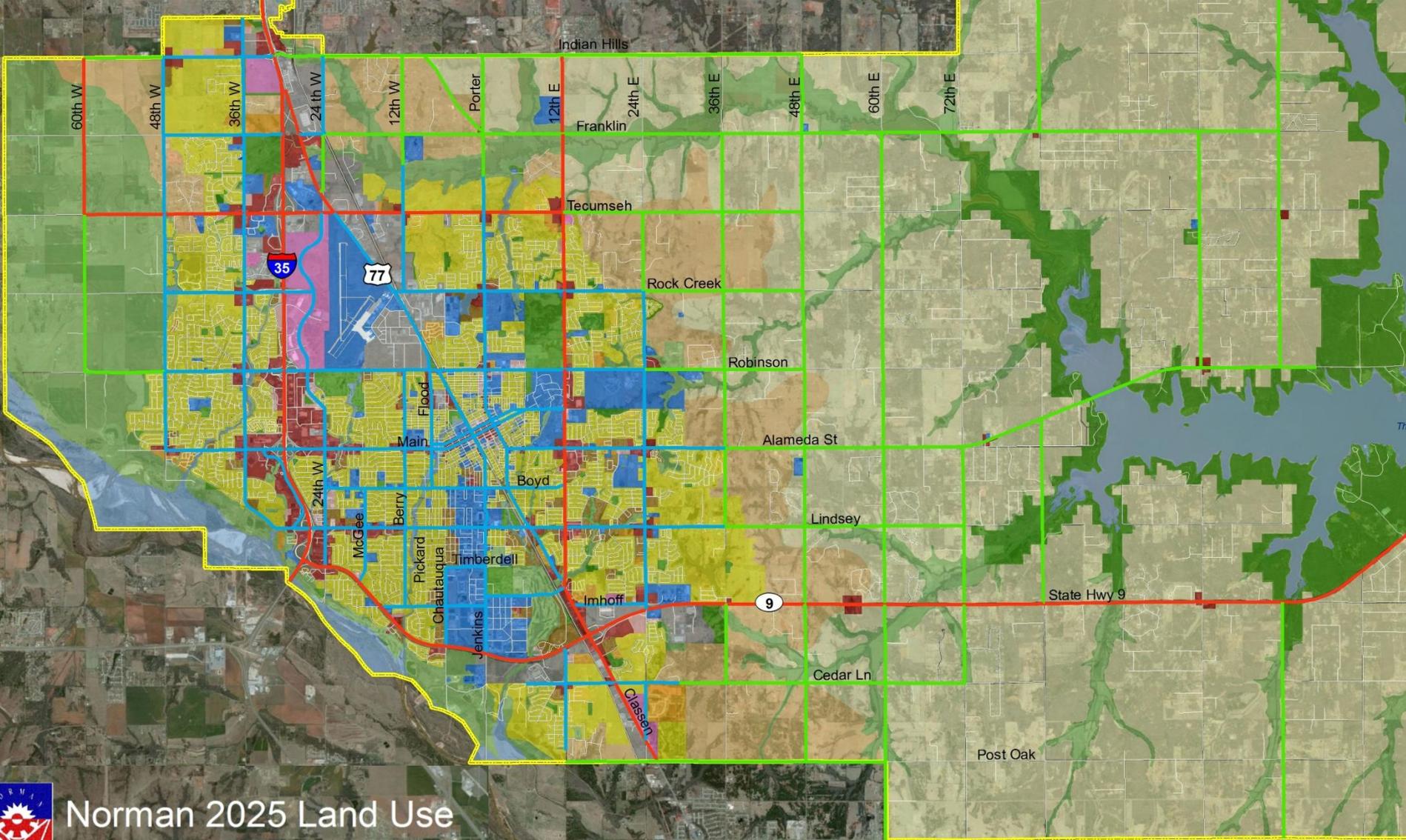
- 0.0 - 100.0
- 100.1 - 500.0
- 500.1 - 1000.0
- 1000.1 - 5000.0
- 5000.1 - 10000.0
- 10000.1 - 132800

- Country Residential Growth Area
- Current Urban Service/Growth Area
- Future Urban Service/Growth Area
- Suburban Residential Growth Area
- Service/Growth Area Boundary
- Norman City Limits



As of Date

# Future Land Use

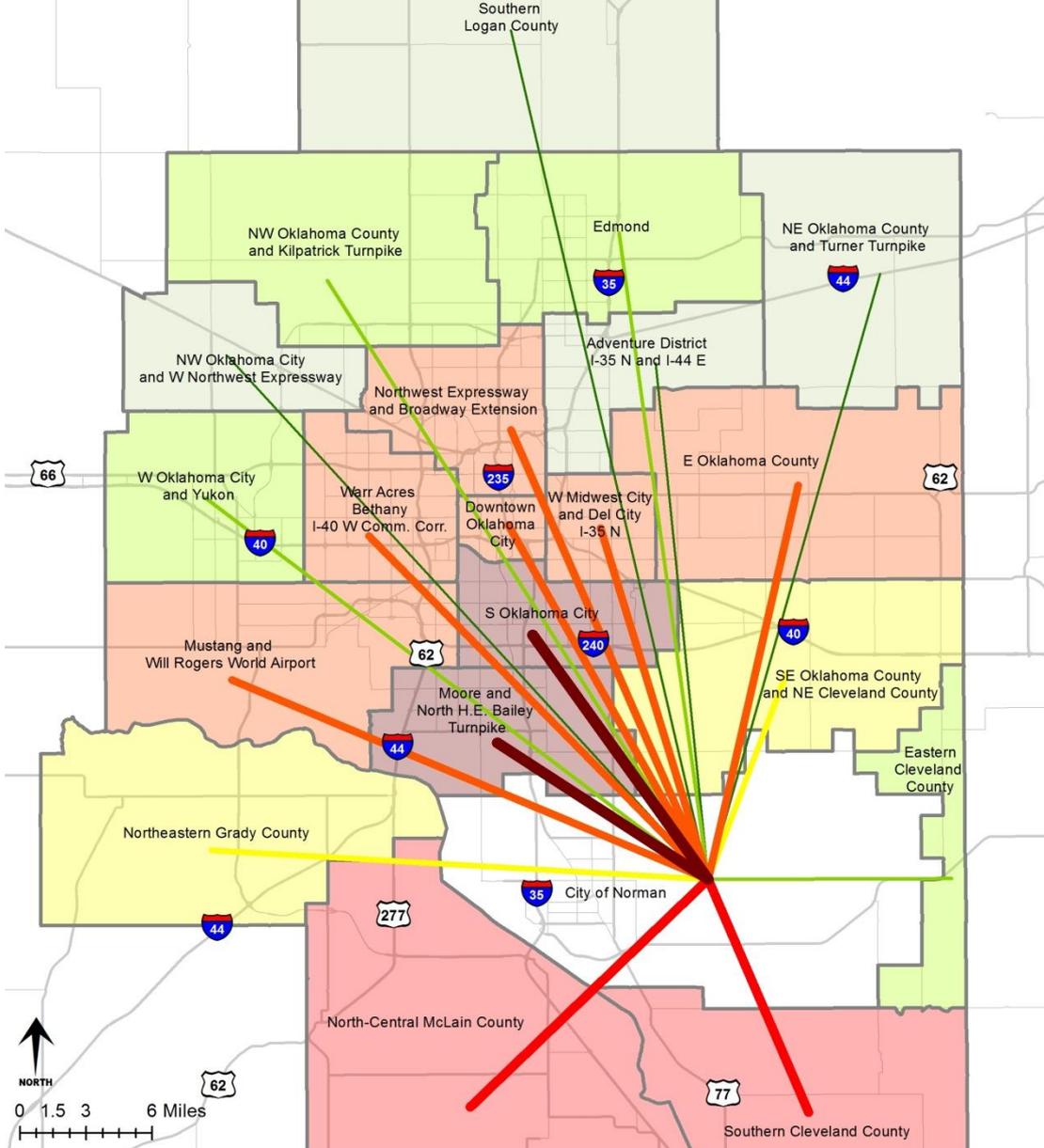


Norman 2025 Land Use

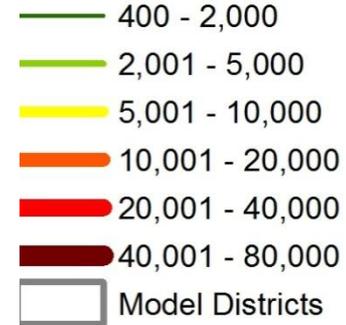
City of Norman, Oklahoma



# 2005 Travel Demand Origins/Destinations (ACOG)



## Trips per Weekday (Base Year)



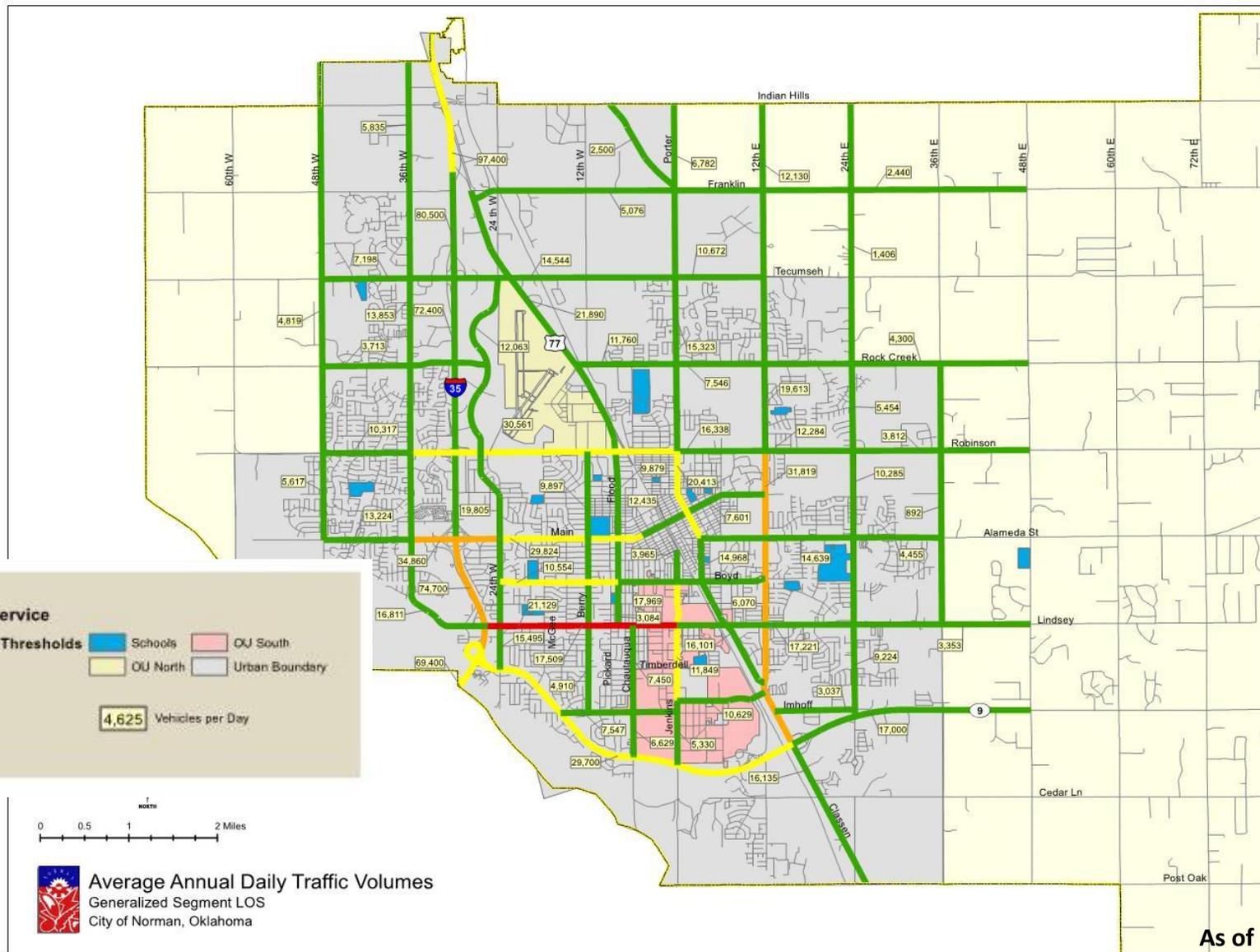
# Existing Transportation Conditions



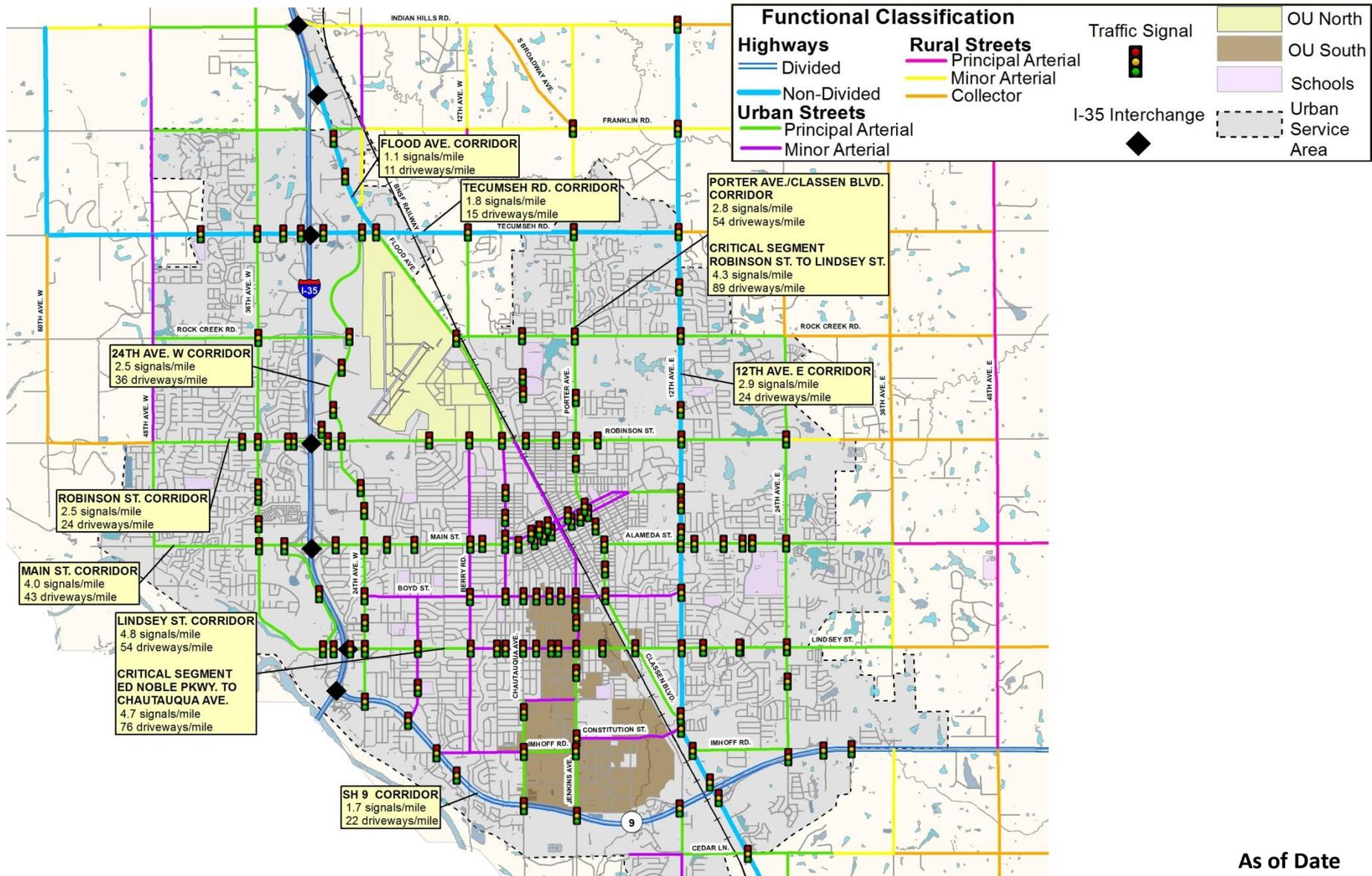
- Roadway Network
- Access Management
- Traffic Volumes
- Congestion-Major Corridors
- Roadway Safety
- Parking Inventory
- Freight Movements, Impacts
- Aviation Land Use & Access
- Roadway Inventory & Maintenance
- System Improvements
- Bike & Pedestrian Accommodations
- Transit Service



# Existing Conditions Daily Traffic Volumes & Congestion



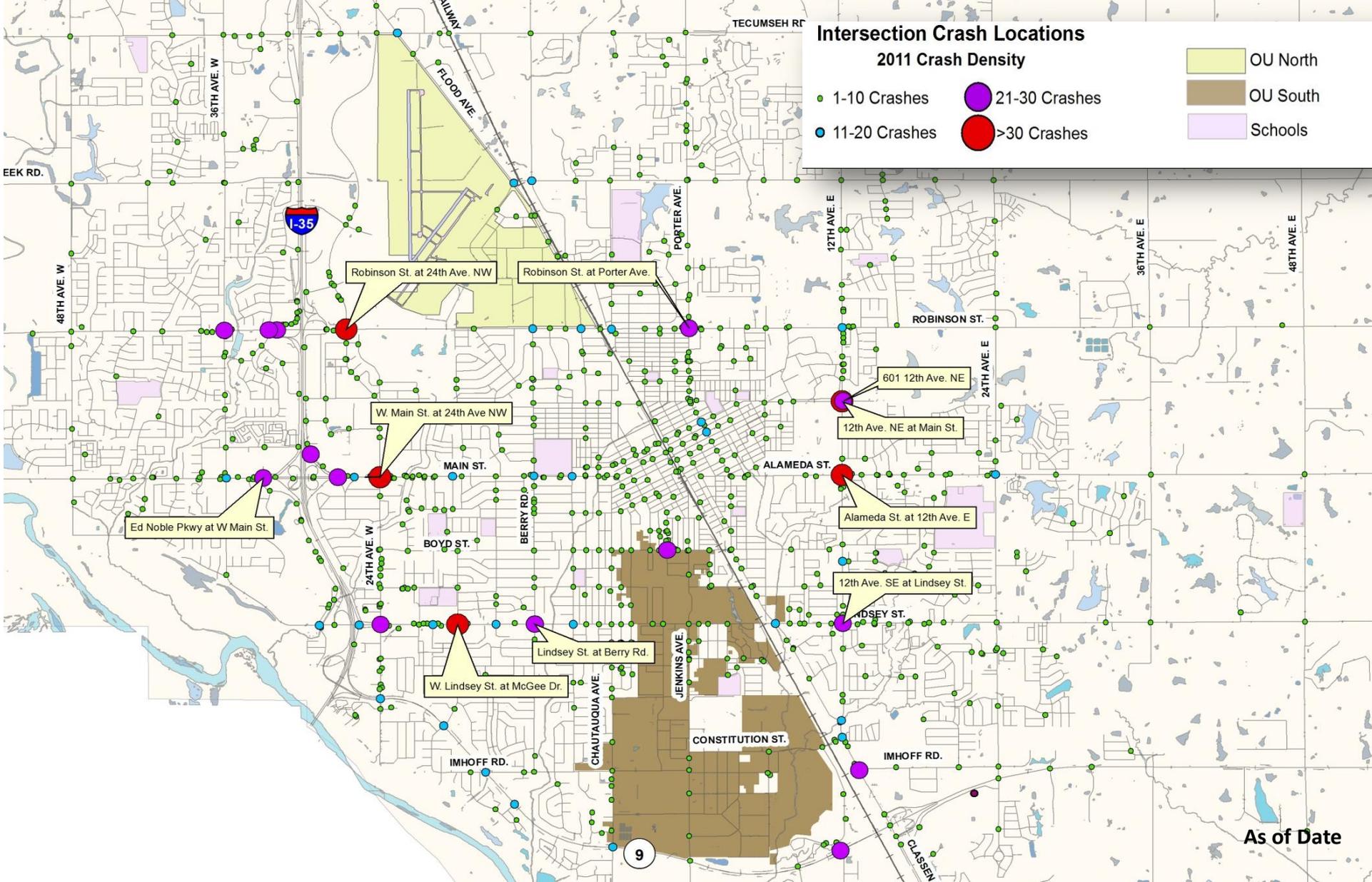
# Existing Conditions Roadway Network



As of Date

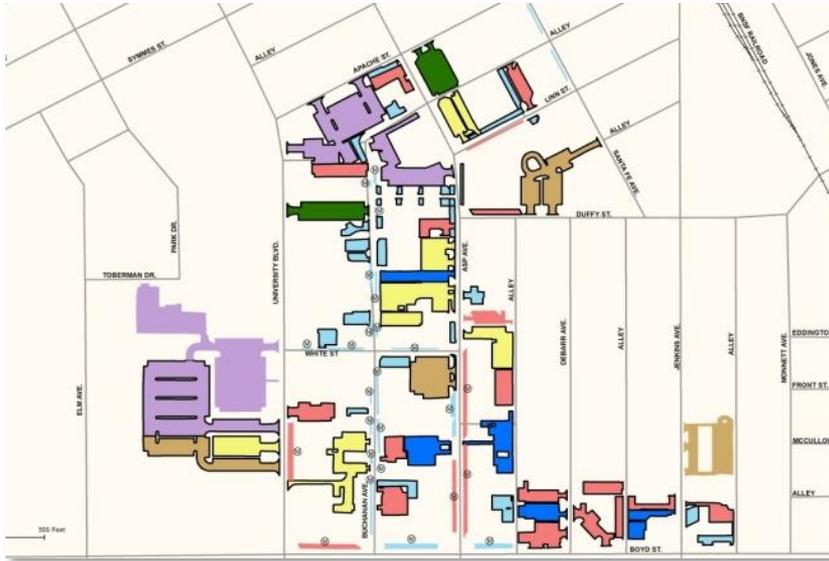
# Existing Conditions

## Roadway Safety-Crash Locations



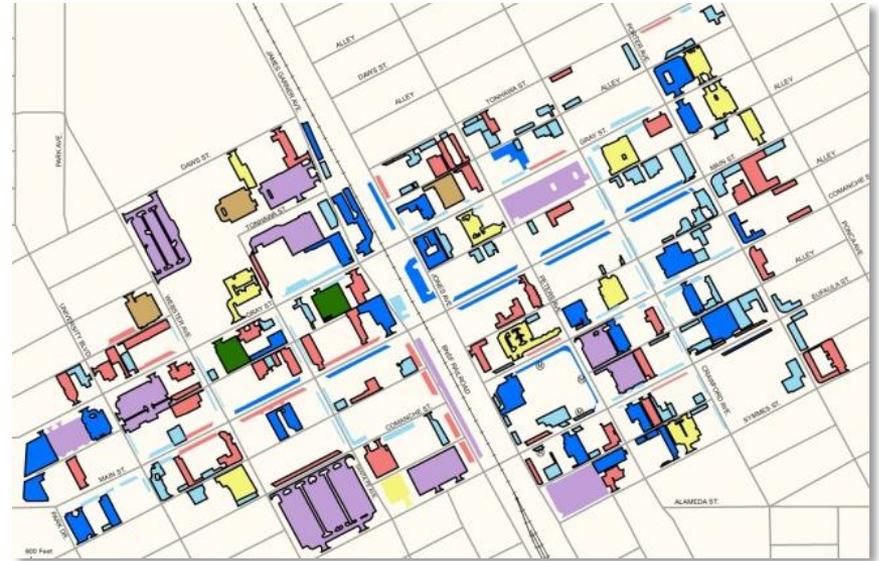
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# Existing Conditions Parking Inventory Breakdown



## Campus Corner Area

- Just under 2,000 spaces
- 87% surface
- 13% on-street
- 25% public
- Insufficient parking in the southern portion of the district



## Central Business District

- 4,900 spaces
- 77% surface
- 23% on-street
- 25% public
- Insufficient parking in the eastern portion of the district especially along Main Street

# Existing Conditions Freight Operations



- Rail
  - BNSF “Mid-Con” corridor
  - 50 million tons of freight per year
- Passenger Rail
  - Amtrak’s “Heartland Flyer”
  - Along BNSF Line
  - Service: Oklahoma City/Fort Worth
  - 84,000 annual ridership
  - On Average 10% originate/destined for Norman. Numbers differ by year (In 2011, 12% originating/destined for Norman)
- Truck Operations
  - Interstate 35 (15% Truck Traffic)
  - SH 9 (6% Truck Traffic)

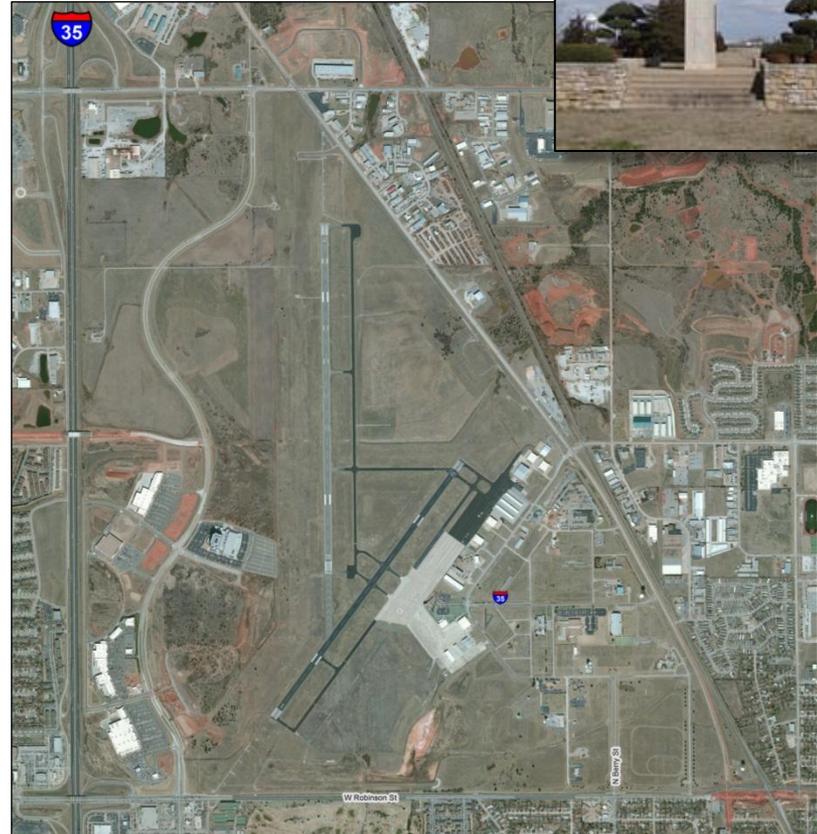


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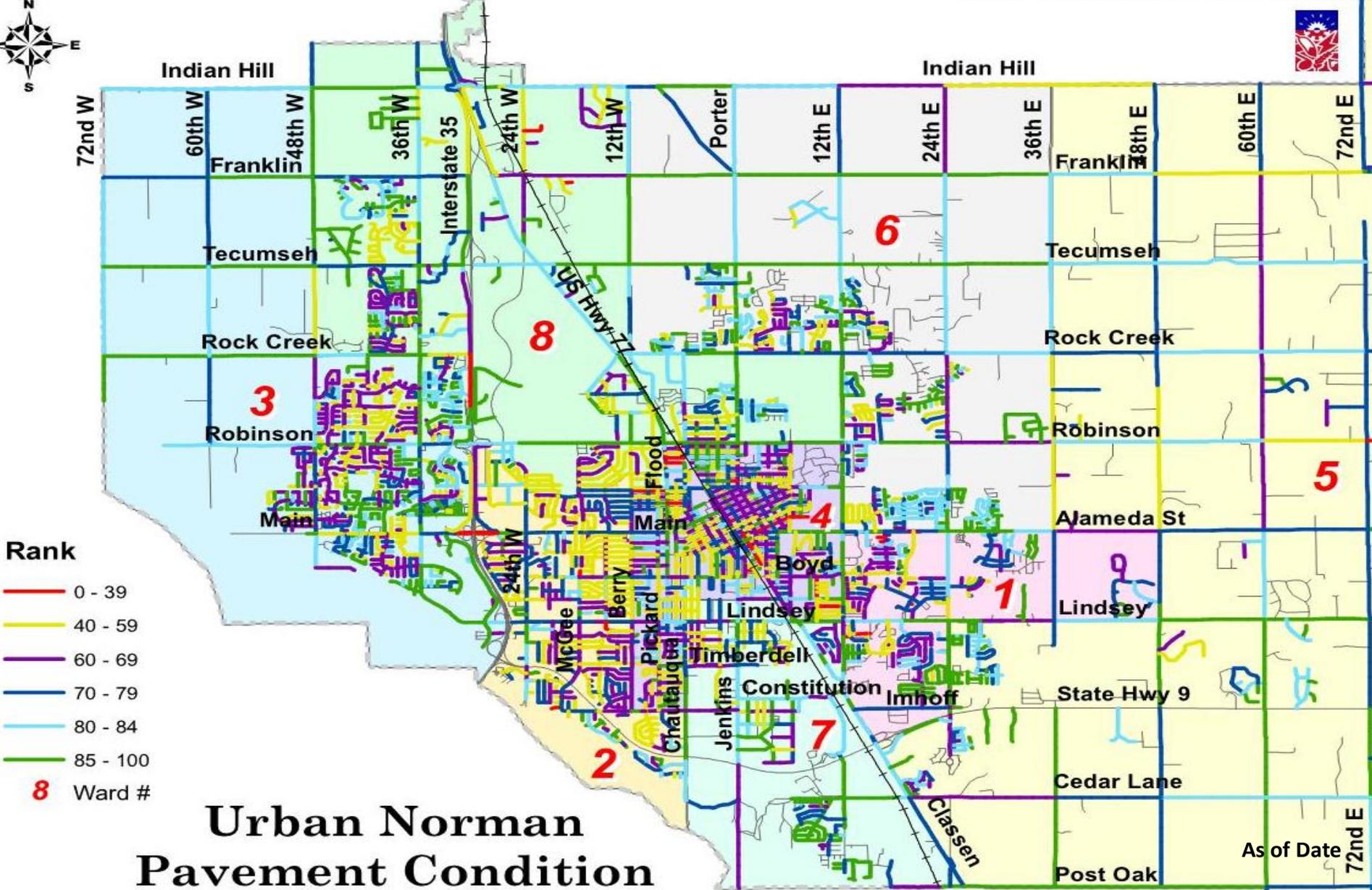
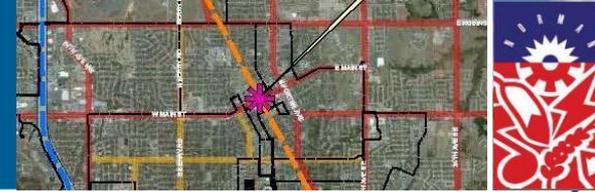
# Max Westheimer Airport



- Airport Stats:
  - Reliever Airport
  - Manned ATCT
  - 2 Active Runways; 17/35 ILS
  - 66,000 aircraft ops/year
  - 69 hangars on site
- OU Aviation Program
- 1995 Master Plan; 2004 Action Plan
- 2008 North Development Plan
- Grant Money since 1970: \$21M
- Research Campus North-1,120 ac.
- Univ. North Park – 580ac mixed use
- Height Hazard Zoning in place



# Existing Conditions Roadway Inventory and Conditions



- Rank**
- 0 - 39
  - 40 - 59
  - 60 - 69
  - 70 - 79
  - 80 - 84
  - 85 - 100
- 8** Ward #

## Urban Norman Pavement Condition

As of Date 72nd E



# Existing Conditions Bicycle & Pedestrian Accommodations

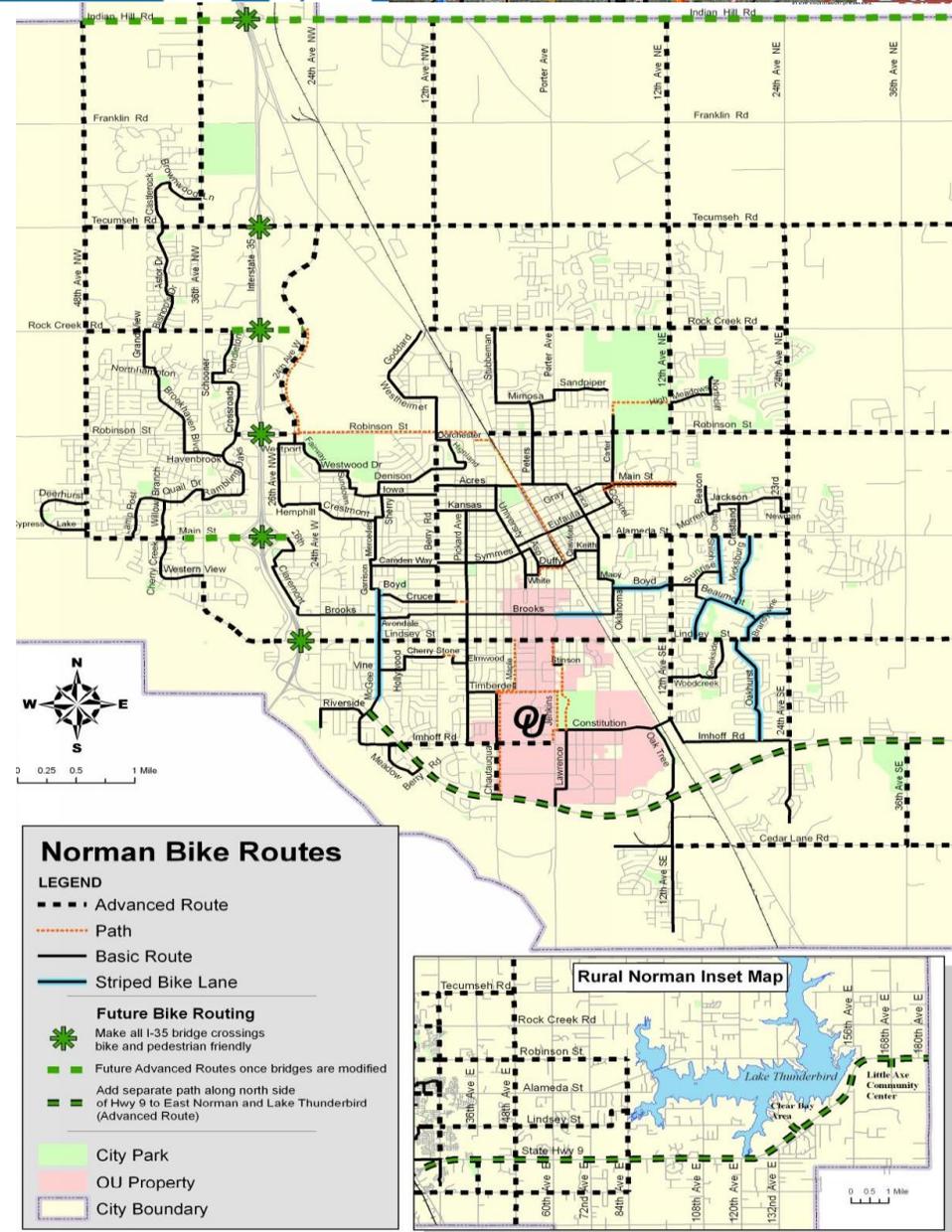
- **Bicycle Accommodations**

- 1996 Bicycle Transportation Map
- Norman Bicycle Advisory Committee (BAC)
- 2011 Bike Route Map
- OU Bicycle Advisory Committee
- OU Bike Patrol
- Bicycle Friendly City

- **Pedestrian Accommodations**

- Sidewalk Requirements
- Walk Friendly Community (WFC)
- CIP sidewalk project listing

As of Date

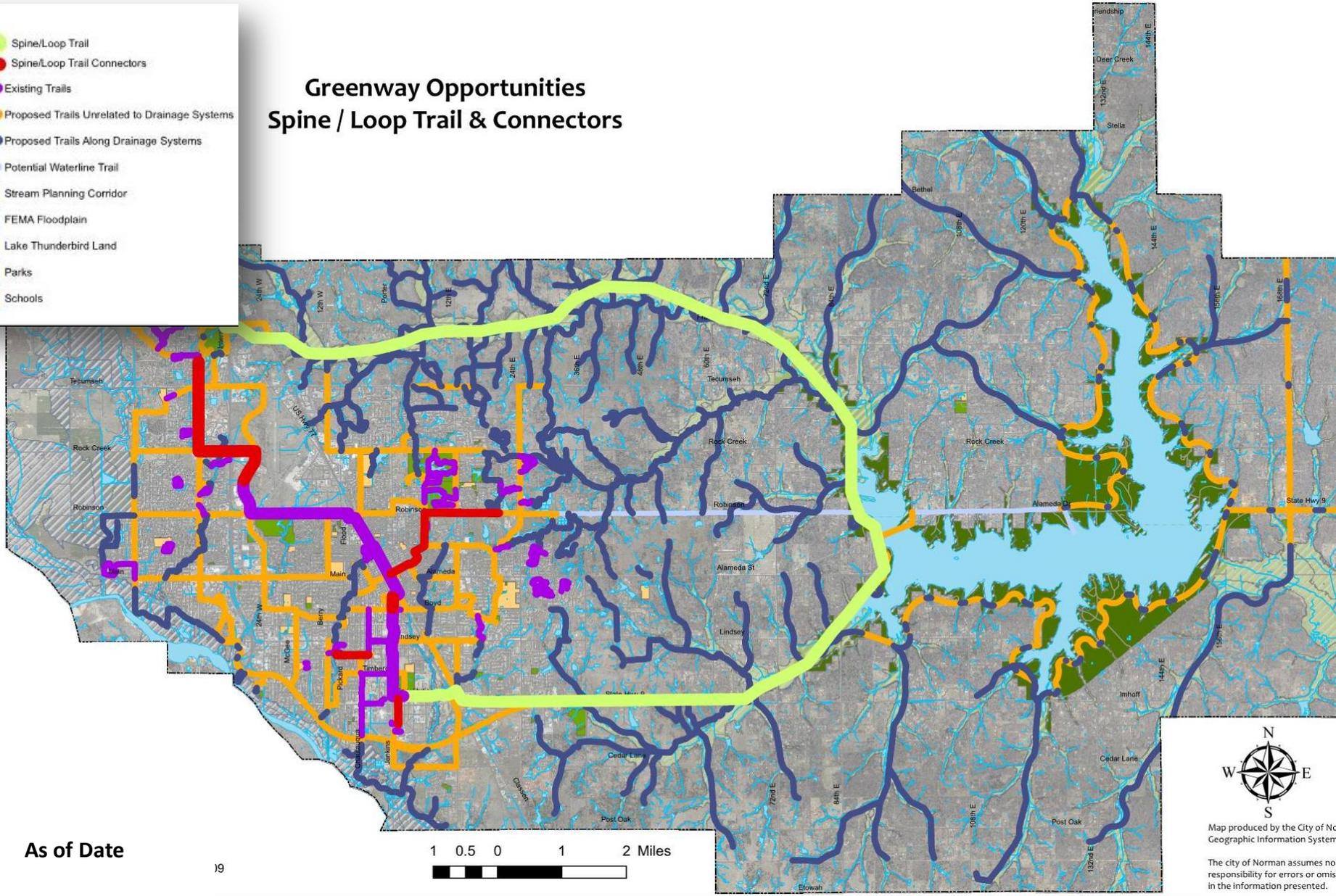


# Existing & Planned Conditions Bicycle and Pedestrian Accommodations

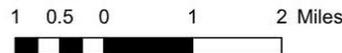


- Spine/Loop Trail
- Spine/Loop Trail Connectors
- Existing Trails
- Proposed Trails Unrelated to Drainage Systems
- Proposed Trails Along Drainage Systems
- Potential Waterline Trail
- Stream Planning Corridor
- FEMA Floodplain
- Lake Thunderbird Land
- Parks
- Schools

## Greenway Opportunities Spine / Loop Trail & Connectors



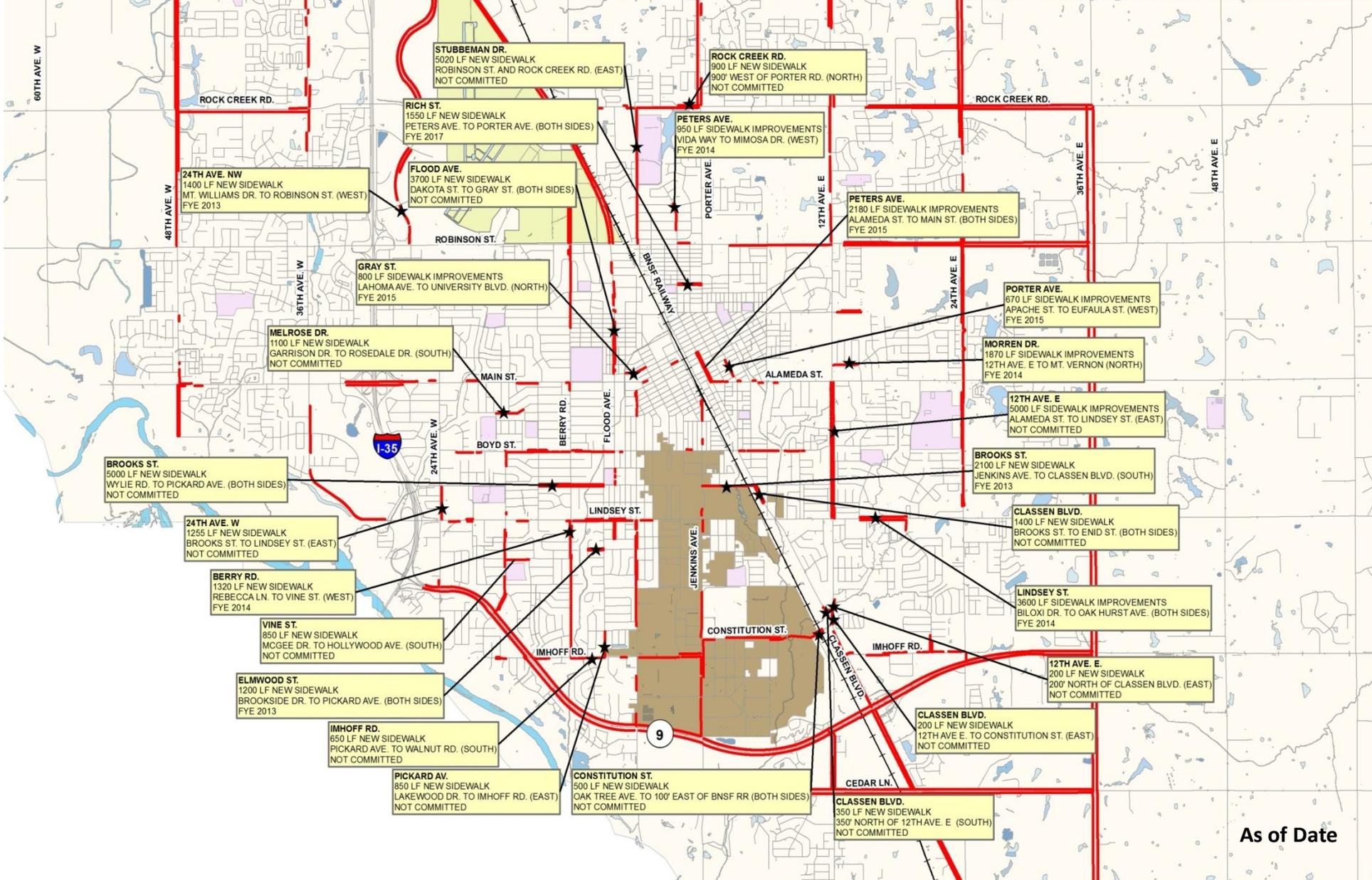
As of Date



Map produced by the City of Norman  
Geographic Information System

The city of Norman assumes no  
responsibility for errors or omissions  
in the information presented.

# Existing Conditions Sidewalk Gaps and Planned Projects



As of Date

# Existing Conditions Transit Service

- Cleveland Area Rapid Transit
- Greyhound Bus
- Megabus
- Airport Express
- Taxi Operations
- GetAroundOK
- Timecar

**Public Transportation**

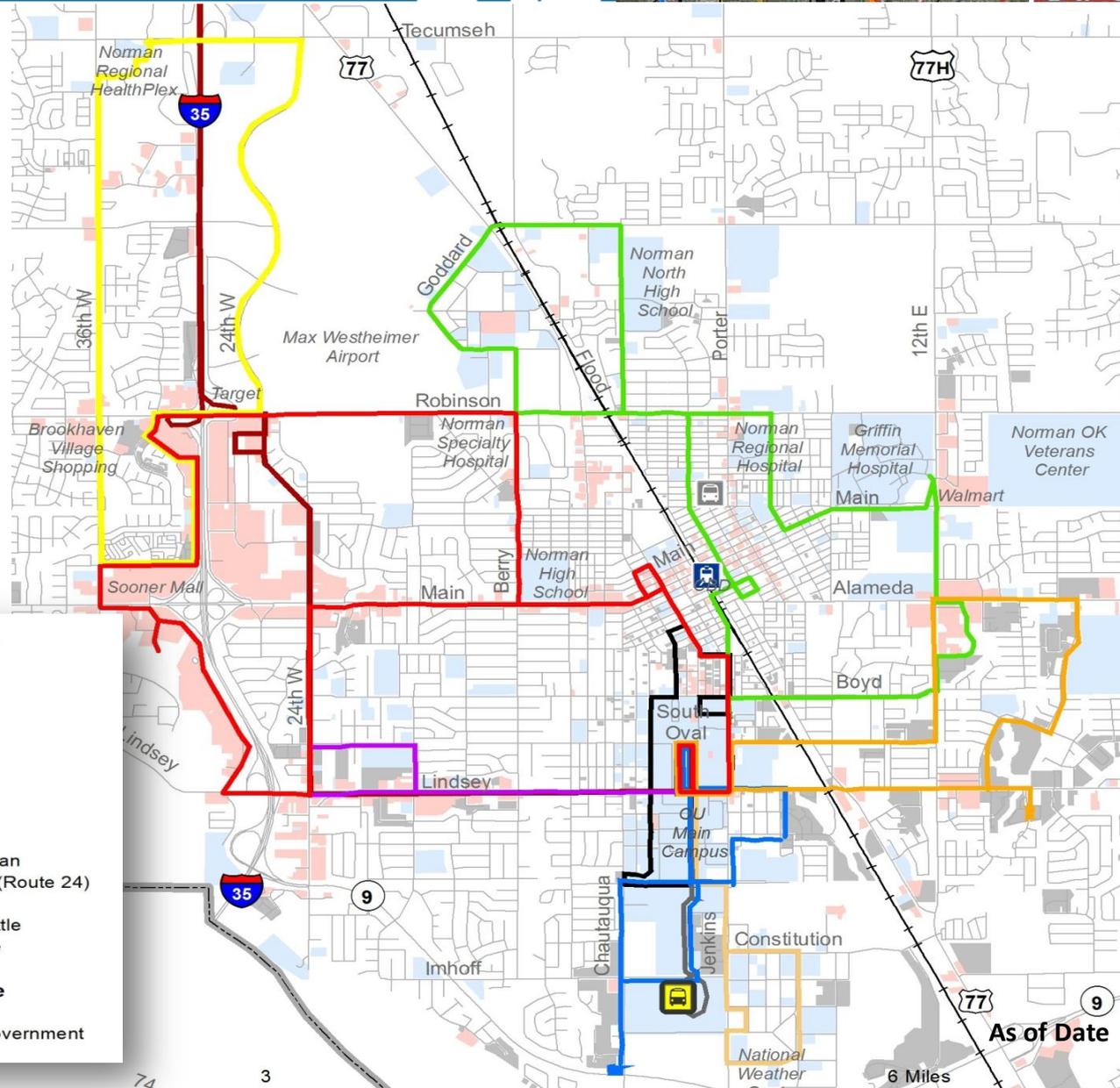
- Amtrak
- Megabus
- Greyhound

**N10 Main Street**

- N10 Main Street
- N11 Lindsey East
- N12 Lindsey West
- N20 West Norman
- N21 Alameda-E Norman
- N24 Sooner Express (Route 24)
- N32 Apartment Loop
- N40 Lloyd Noble Shuttle
- N42 Research Shuttle
- N52 Campus Loop

**ACOG: 2005 Land Use**

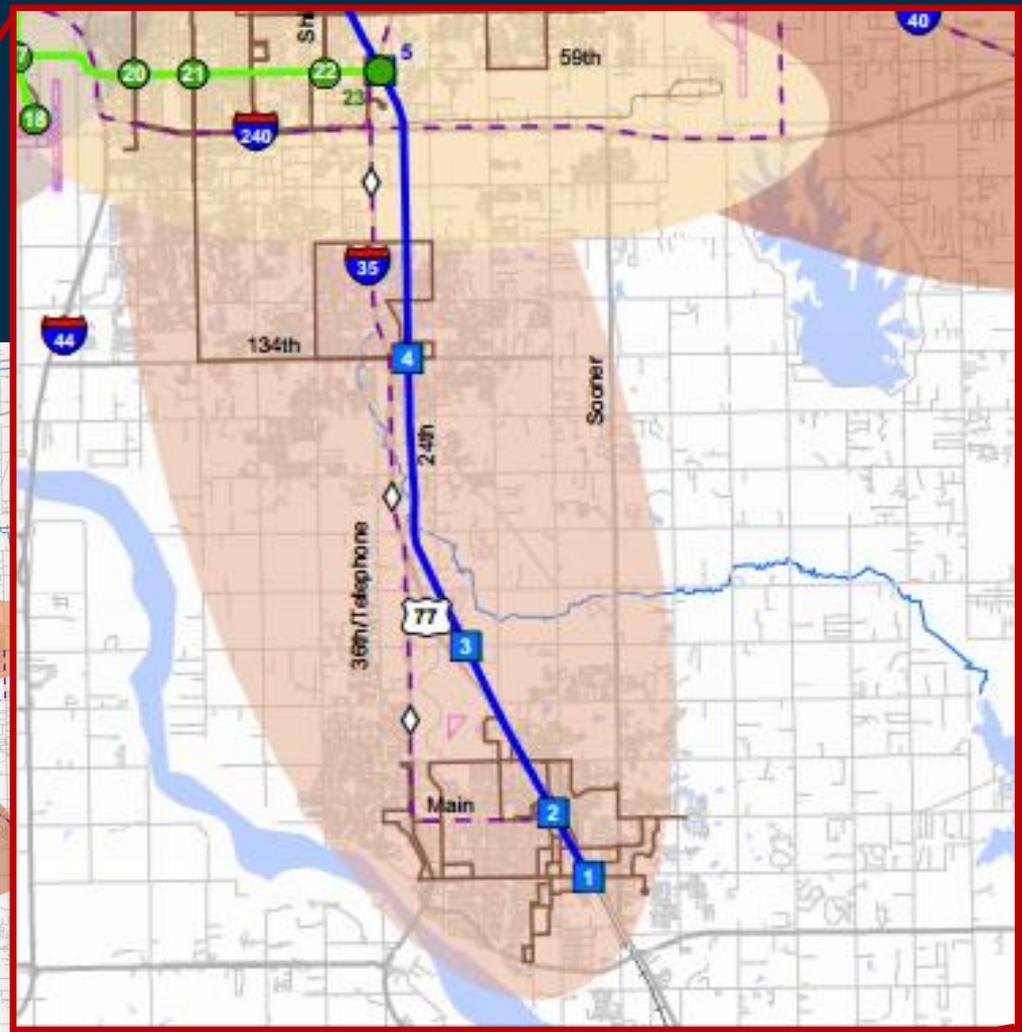
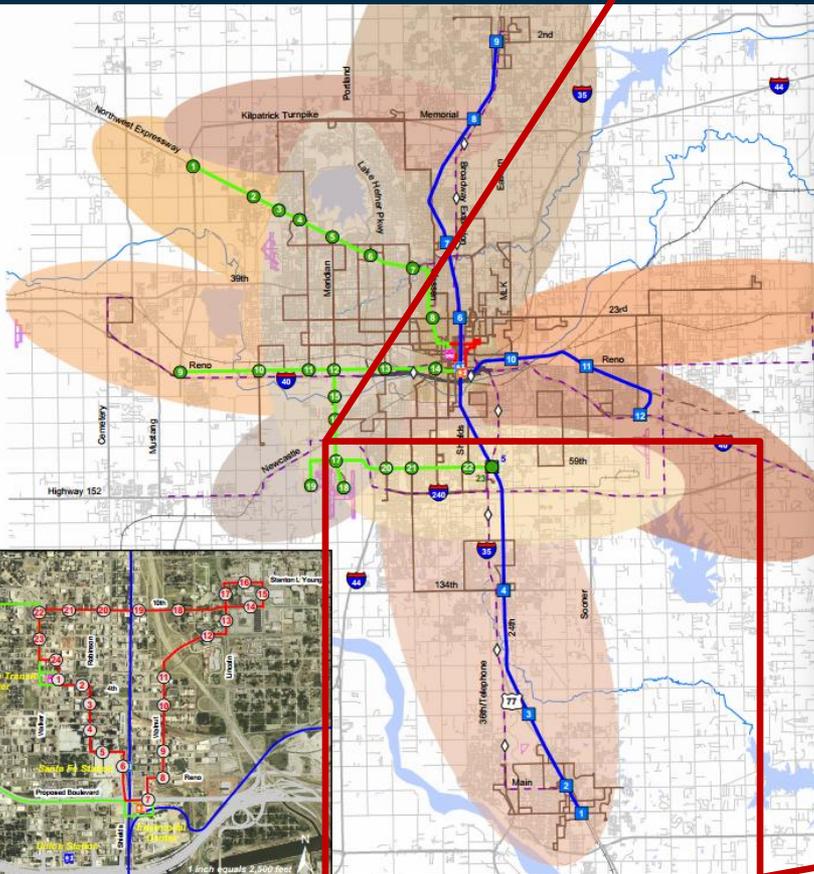
- Commercial / Retail
- Education/Medical/Government
- Apartments



# Regional Transit Planning Initiative



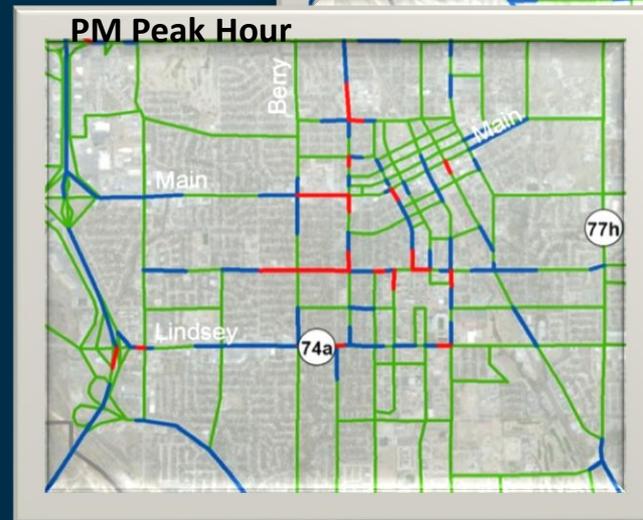
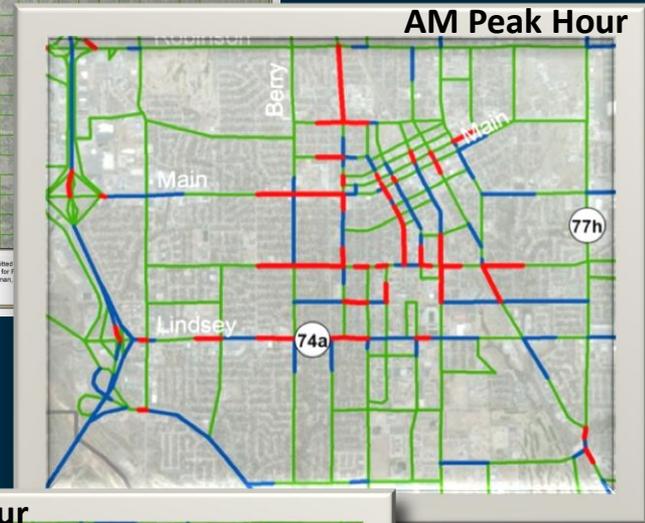
- Encompass 2025 MTP
- COTPA Fixed Guideway Study
  - Potential Commuter Rail Stations in Norman



# Roadway Needs



- North/South Capacity to downtown and areas to south
- Improvements for East/West capacity
- Connectivity between downtown and campus corner
- Parking:
  - Garage
  - Metering
  - Bus



**Modeling:  
Existing +  
Committed  
Analysis**

# Transit Needs



- Bus:
  - Enhance current service operations
  - System reconfiguration/expansion
- Commuter Rail:
  - Potential station locations
  - Funding
  - Land Use considerations
  - Regional Transportation Authority

# 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

# Bike/Pedestrian Needs

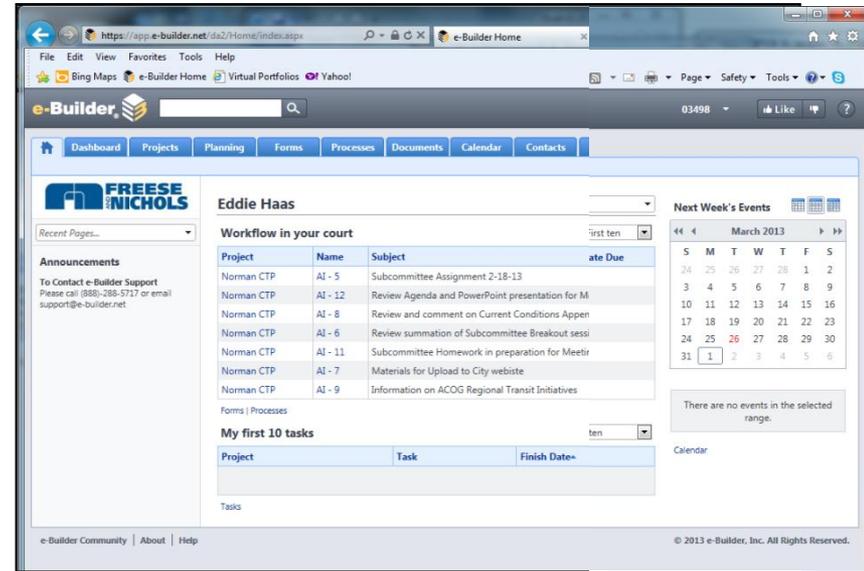


- Sidewalk system and gap improvements
- Pedestrian safety/mobility during construction
- Wayfinding toward completed sidewalks
- Implementation/prioritization of:
  - Safe Routes to Schools
  - Safe Routes to Transit
  - Access from neighborhoods to parks
- Promote Bike & Walking
- Funding

# Social Media



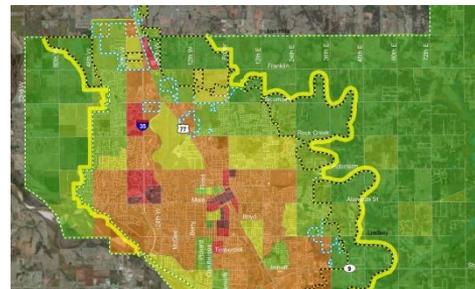
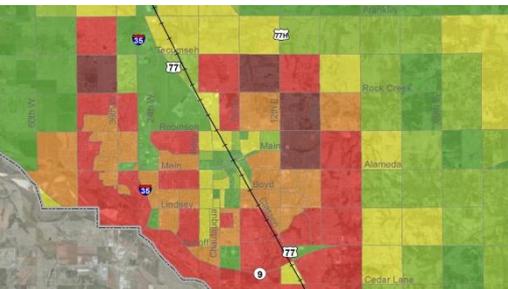
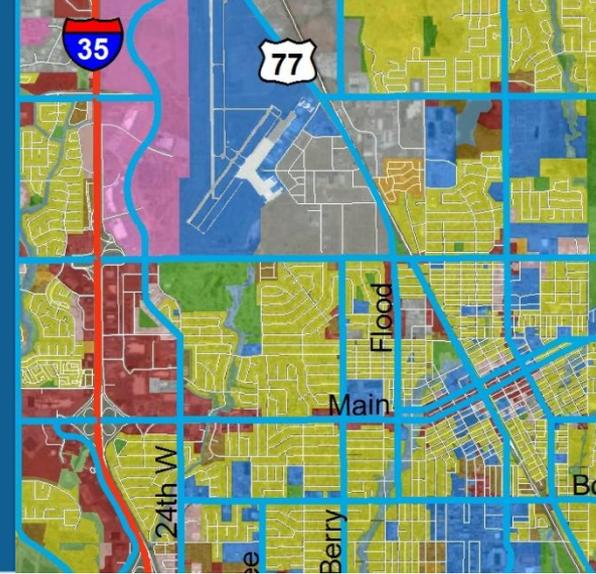
- SC work via e-Builder
- Posting of CTP interim products on City website
- Moving Forward website page
- Announcing availability of CTP interim products on Facebook
- Pushing out messages about CTP interim products using Twitter
- Recent product posts:
  - Subcommittee Meeting Materials
  - Chapter work
  - Presentation materials



# Agenda



- 6:00PM** • Open House & Modal Discussion
  - Sign-in Station
  - Modal Station Q&A
- 6:45PM** • CTP Project Introduction & Overview
- 7:15PM** • CTP Development Process Q&A
- 7:30PM** • Modal Station Q&A
- 8:00PM** • Modal Station Comment Review/Closing Remarks



# Norman Comprehensive Transportation Plan

## PUBLIC MEETING

April 15, 2013