Priortization Analysis: Merkle Creek

City of Norman
Greenway Master Plan

Greenway Corridor Prioritization: Merkle Creek

Number	Corridor	Prioritization Criteria								Total Score	Priority Category
		Length (L.F)	Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Maximum Score = 30	21 to 30 = High 11 to 20 = Medium 0 to 11 = Long Term
MC-1	Merkle Creek - Segment 1	5700	4	5	5	1	3	2	2	22	High
MC 2-3	Merkle Creek - Segment 2	7400	4	5	4	1	2	1	2	19	Medium
		13100	4.0	5.0	4.5	1.0	2.5	1.5	2.0	20.5	High

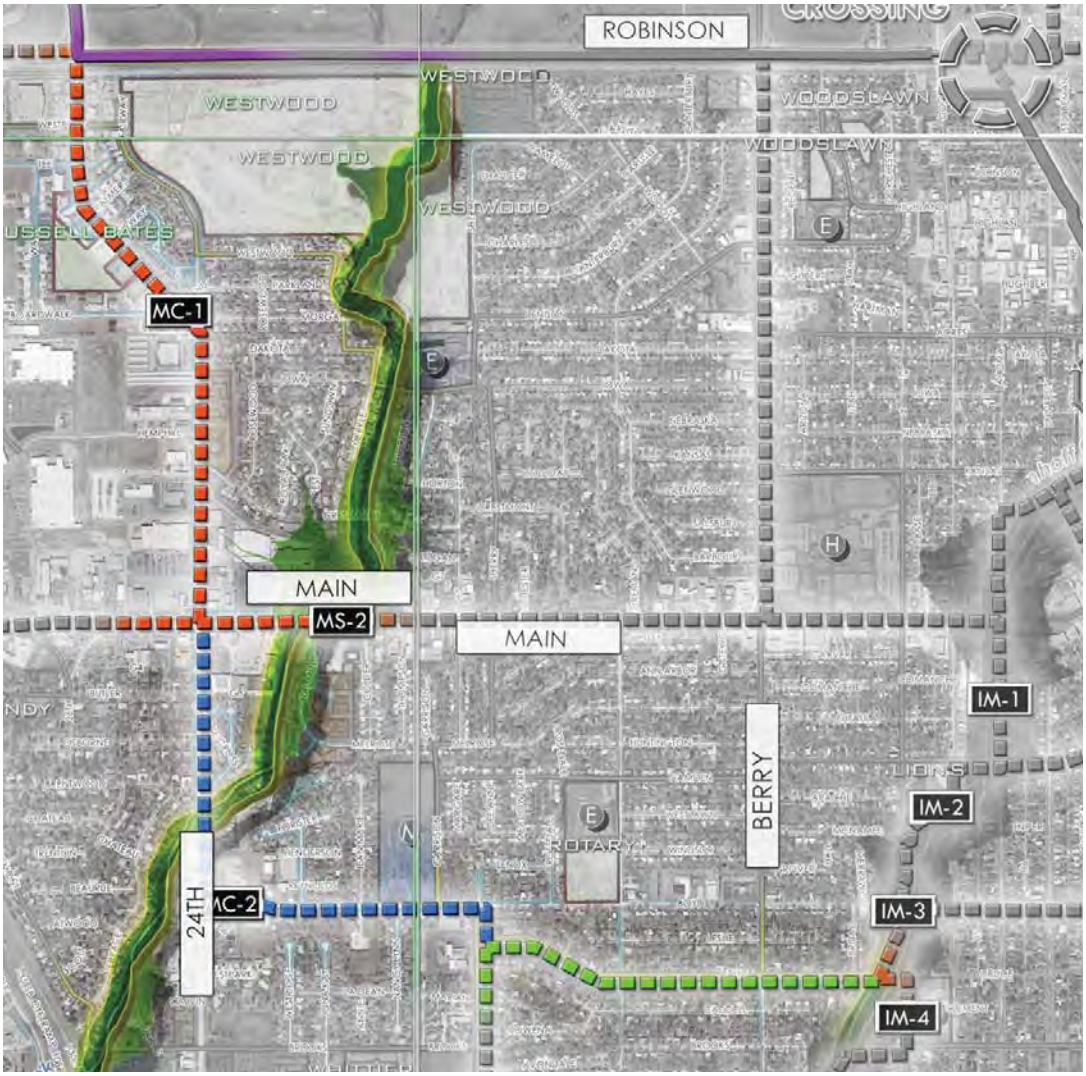
Urban Greenway System: Merkle Creek

The key recommendation for this sector is to create a greenway which connects the existing Legacy Trail at Robinson and W. 24th Ave. to the central Imhoff creek greenway system. This gives a chance for residents within the Merkle creek area to connect to the University of Oklahoma and Westwood Park recreational area. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan
Merkle Creek (Urban Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Merkle	**MC-1**	Main St.	Robinson	Greenway along E 24th Ave., connects to existing Legacy Trail and proposed Imhoff creek greenway	5,730	$1,100,000	2010-2025
Merkle	**MC-2**	Main St.	McGee	Greenway along E 24th Ave., connects to existing Legacy Trail	5,400	$1,000,000	2010-2025
Merkle	**MC-3**	McGee	Imhoff Creek	Greenway along E 24th Ave., connects to existing Legacy Trail	3,000	$610,000	2010-2025
				Estimated Total	**14,130 3 Miles**	**$2,710,000**	

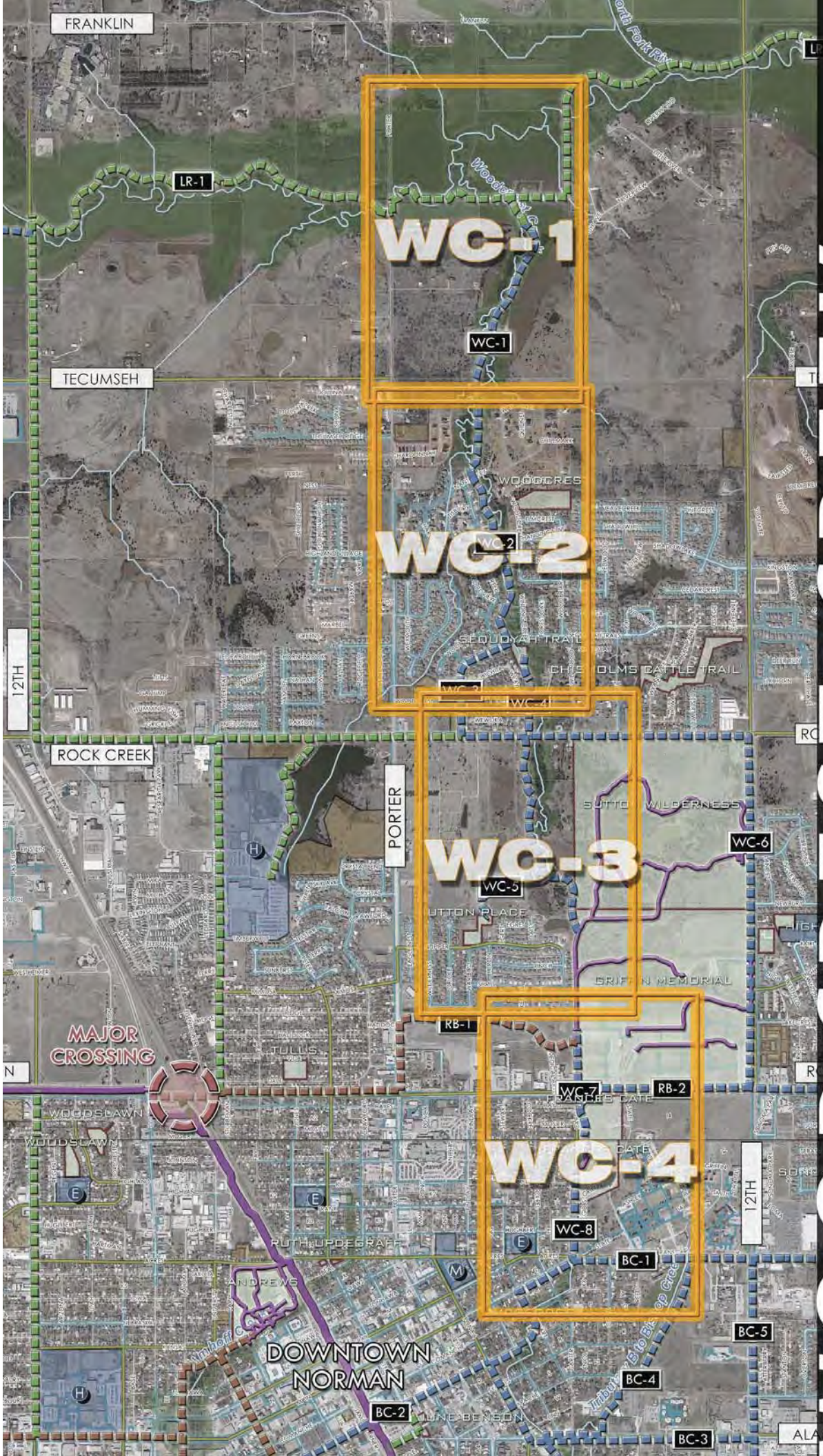
Merkle Creek Key Recommendations



LEGEND

- Proposed Trails (High Priority)
- Proposed Trails (Medium Priority)
- Proposed Trails (Long Term Priority)

WOODCREEK


FRANKLIN
LR-2
LR-1
WC-1
TECUMSEH
WOODCRES
WC-2
SEQUOYAH TRAIL
CHISHOLMS CATTLE TRAIL
12TH
WC-3
WC-4
ROCK CREEK
PORTER
SUTTON WILDERNESS
WC-6
WC-5
SUTTON PLACE
GRIFFIN MEMORIAL
RB-1
MAJOR CROSSING
TULLIS
WC-7
RB-2
WOODSLAWN
WC-4
WC-8
RUTH UPDEGRAFF
BC-1
ANDREWS
DOWNTOWN NORMAN
BC-5
BC-4
BC-2
LINEBENSON
BC-3
ALAMEDA

WOODCREST CREEK

Location: Located in NC sector of the City
From: Little River Creek
To: Robinson

Surrounding Corridors: Little River, Rock Creek, Bishop Creek, Imhoff Creek, and Merkle Creek

Size: 3 Sq. Miles – 1,928 Acres (Approximately: Porter Ave. to E 24th St. and Robinson to Little River)

Major Transportation/Roads:
E/W: Tecumseh Rd. – Rock Creek Rd.
N/S: Porter Ave. – E 12th St.

Major Area Corridor(s):
Woodcrest Creek runs predominantly North and South. The creek does have some potential for Greenway Trails along the corridor, but some areas of the Corridor will need to be utilized with Parkway Trails.

Minor Area Sub-corridor(s):
Robinson St. has an existing Trail which runs from W 24th St. to W 12th St.
Porter Ave. and E 12th St. are the major arterial streets connectors. Local Streets have great opportunities for parkway connections with Schools, Parks and Major Retail land uses.

Land Use Context: Much of this corridor is developed; the predominant land use is Residential with single family lots. The corridor area also includes Parkland, High Density Residential, and Institutional.

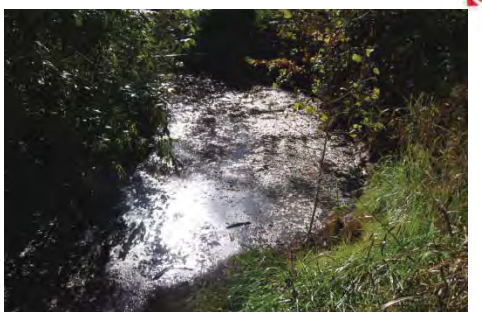
Key Destinations: One School (Norman High School North) is located within Corridor area, and other local schools are located within the surrounding Corridors. Eight Parks including the 12th St. Recreational Center are located within study area. High Density Residential along with Sutton Wilderness will be Key connection points.

Key Opportunities:
Opportunities along Street Corridors: The existing and proposed Trail/Paths located within the OU Campus area are opportunities to tie into the OU Campus from the surrounding uses. The possibility of Parkway Street Trails located along the Arterial streets such as Rock Creek Rd. can help connect with key destinations in the area. Local Streets can be used when needed to connect with Schools, existing parks, and open spaces.

Opportunities along Creek Corridors: The northern half of Rock Creek has not yet been developed which arises the opportunity for Greenway spaces being preserved in future development. Opportunities to Connect with Sutton Wilderness Trail (Recreational): Off and On Street Trails can be used to connect to and from the Sutton Wilderness area; this is a great attractor for recreational use a connection trail should be considered.

Sensitive Areas: Residential houses with backyards extending out to the Creek edge. Where this condition exists, alternative routes are preferred where available. For example, from Rock Creek Rd. to Tecumseh Rd.

Potential Drainage Improvements: Channel bank improvements along the central corridor of the creek. A regional detention pond is proposed to be developed upstream of Rock Creek Rd.



Suitability Analysis: Woodcrest Creek

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Wood Crest Creek (Segments 1-5) — Corridor Score**: 4
Corridor Description: From Little River to Griffin Memorial Park along woodcrest creek.
Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	9
Schools	0		6	0
Trail-to-Trail	1		6	2
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	4		5	5
Major Retail Center	0		2	0
Significant Employer(s)	1		2	1
Ownership Availability		15%	15	5
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	5
Other Public or Semi-public Entity Owned. (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	10
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	7
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	64

* Number of elements within 800 ft. radius
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Wood Crest Creek (Segments 6-8) — Corridor Score**: 5
Corridor Description: From Little River to Griffin Memorial Park along woodcrest creek.
Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	16
Schools	2		6	4
Trail-to-Trail	1		6	2
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	4		5	5
Major Retail Center	0		2	0
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	15
Other Public or Semi-public Entity Owned. (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	12
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	7
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	18
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	3
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	81

* Number of elements within 800 ft. radius
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

Prioritization Analysis: Woodcrest Creek

City of Norman
Greenway Master Plan

Greenway Corridor Prioritization: Woodcrest Creek

Number	Corridor		Prioritization Criteria							Total Score	Priority Categor
		Length (L.F)	Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Maximum Score = 30	21 to 30 = High 1 to 20 = Medium 0 to 11 = Long Term
WC - 1-5	Wood Crest Creek North (Tecumseh to Griffin Memorial Park) Segments 1-5	15600	4	2	3	3	3	3	3	21	High
WC - 6-8	Wood Crest Creek South (Griffin Memorial to Main St.) Segments 6-8	11600	5	3	3	2	3	2	3	21	High
		27200	4.5	2.5	3	2.5	3	2.5	3	21	High

Urban Greenway System: Woodcrest Creek Key Recommendations

The Woodcrest creek greenway recommendations will run from Little River south to Robinson. This greenway has both rural and urban characteristics which will make this a unique greenway. The greenway will be used for drainage improvements along with opportunities for trail connections. The greenway will connect Little River to Sutton Wilderness area and Griffin Memorial Park. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan
Woodcrest Creek (Urban Greenway)

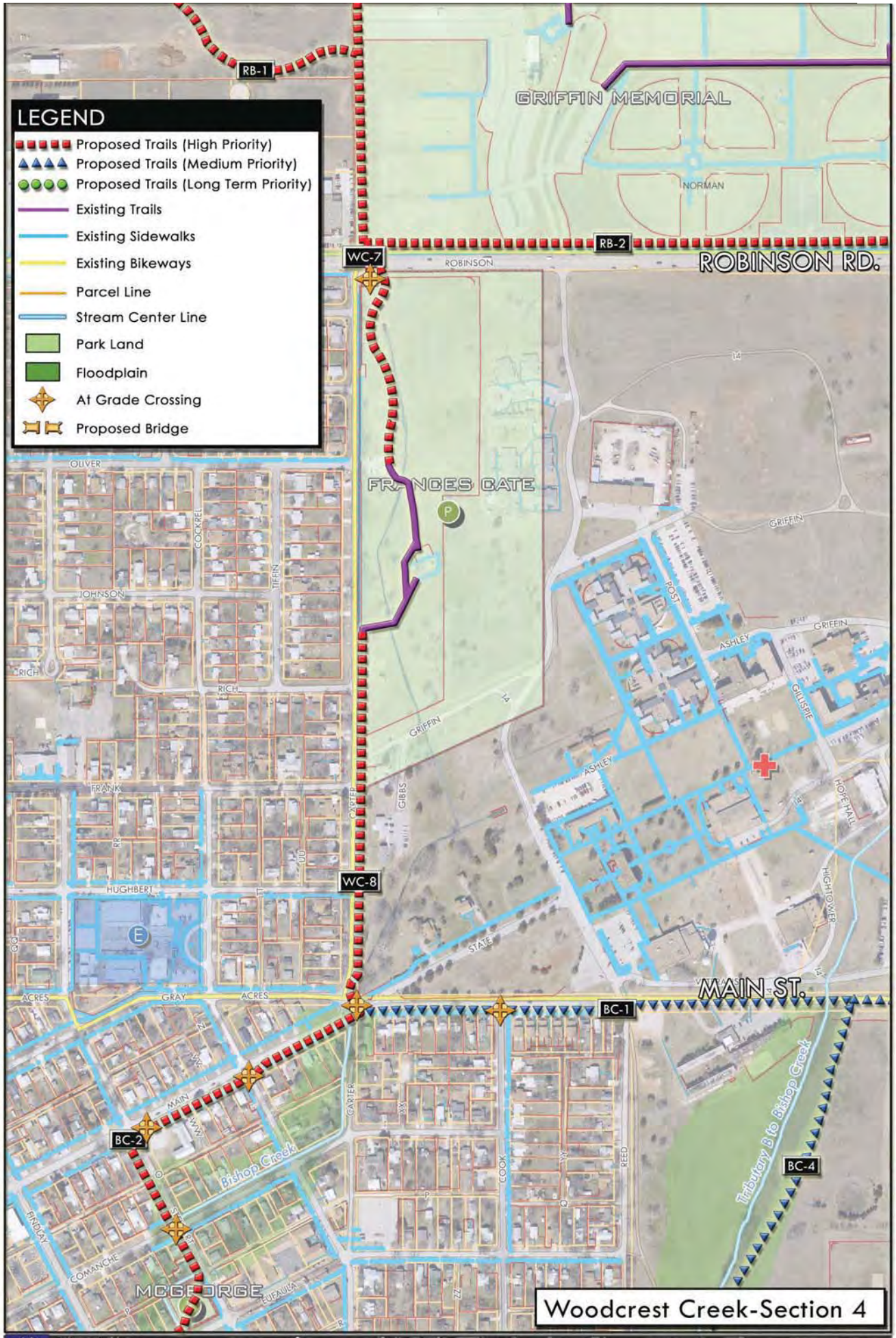
Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Woodcrest	WC-1	Little River Creek	Nantucket St.	Greenway along Woodcrest creek, connects to proposed Little River scenic greenway and Sutton wilderness area	4,100	$720,000	2010-2020
Woodcrest	WC-2	Nantucket St.	Sequoyah Trails	Greenway along Woodcrest creek, connects to proposed Little River scenic greenway and Sutton wilderness area	2,700	$490,000	2010-2020
Woodcrest	WC-4	Sequoyah Trail Park	Rock Creek	Greenway along Woodcrest creek, connects to proposed Little River scenic greenway and Sutton wilderness area	1,200	$300,000	2015-2025
Woodcrest	WC-5	Rock Creek	Robinson Rd.	Greenway along Woodcrest creek, connects to proposed Little River scenic greenway and Sutton wilderness area	4,700	$900,000	2015-2025
Woodcrest	WC-6	Woodcrest Creek	W. 12th Ave.	Greenway along Woodcrest creek, connects to proposed Little River scenic greenway and Sutton wilderness area	3,300	$650,000	2015-2025
Woodcrest	WC-7	Robinson Rd.	Frances Cate Park	Greenway along Woodcrest creek, connects to proposed Little River scenic greenway and Sutton wilderness area	1,800	$350,000	2020-2030
Woodcrest	WC-8	Frances Cate Park	Main Street	Greenway along Carter St., connects to downtown Norman and Griffin Memorial Park	1,300	$300,000	2015-2025
				Estimated Total	**19,100**	**$3,710,000**	
					4 Miles		

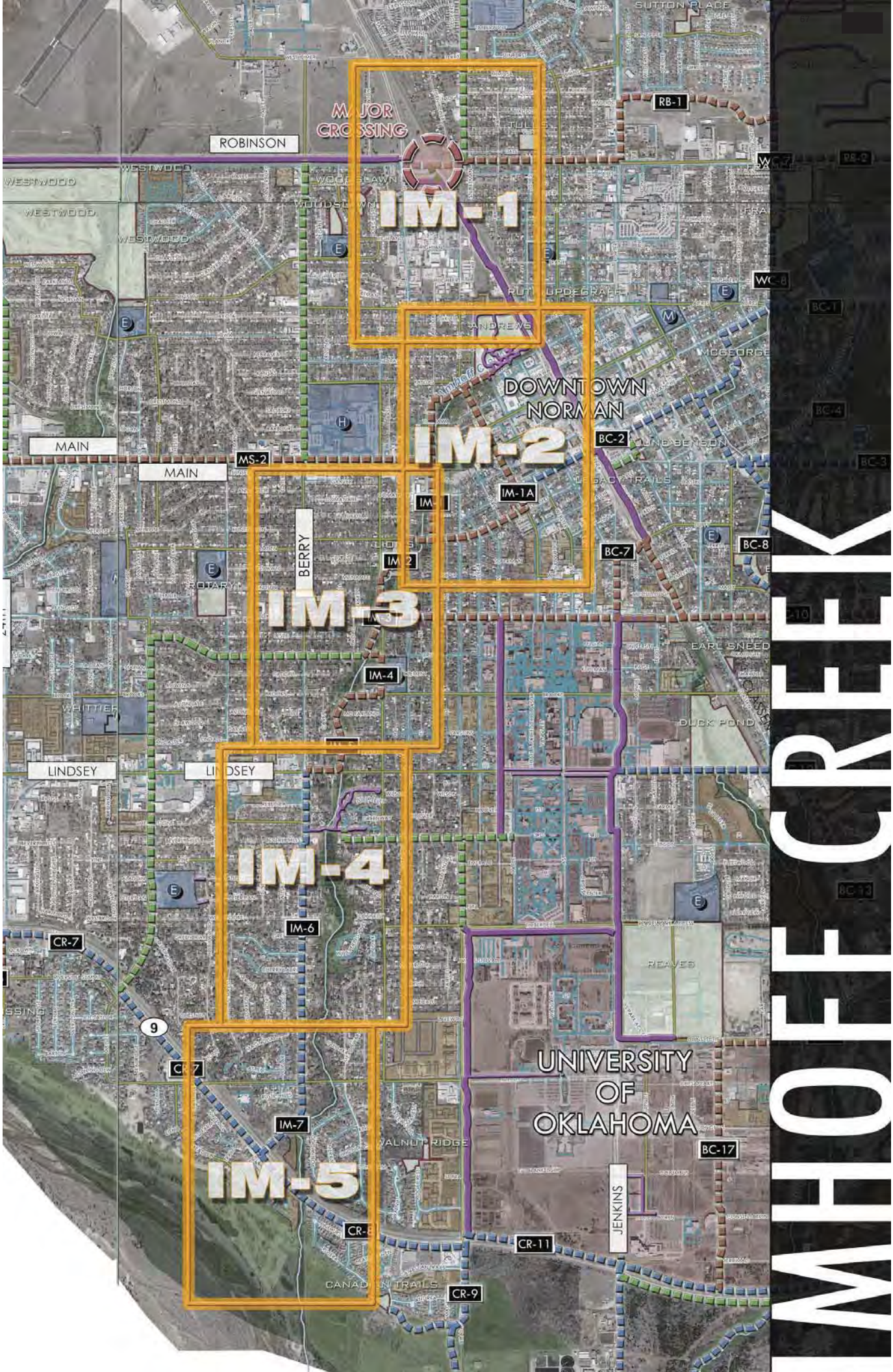
Woodcrest Creek Key Recommendations

PORTER RD.
LR-1
LR-4
Little River
8TH
Woodcrest Creek
WC-1
TECUMSEH
PORTER RD.
CHARDONNAY
WALKWINET
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Woodcrest Creek-Section 1
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
N
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES

Woodcrest Creek-Section 2
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
WC-1
WC-2
WC-3
WC-4
WC-5
WC-6
LR-5
PORTER RD.
CHARDONNAY
WAUWINET
NANTUCKET
DOGASSET
MILBURY
TISBURY
HARWICH
HANGING ELM
LEANING ELM
WOODCREST CREEK
CRIPPLE CREEK
WILLOW CREEK
WOODVIEW
WOODSIDE
WINDING CREEK
FOREST OAK
WOODBRIAR
TIOGA
SEQUOYAH TRAILS
SEQUOYAH
WILDWOOD
NAPOLI
WEYMOUTH
HALIFAX
CHISHOLM TRAIL
WICHITA
WOODCREST
WEATHERFORD
WEWOKA
ROCK CREEK
SUTTON DERNESS
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES

ROCK CREEK
LR-5
WC-3
WC-4
WC-6
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
SUTTON WILDERNESS
Woodcrest Creek
WC-5
SUTTON PLACE
EGRET
DAISY
SANDPIPER
HERON
FINCH
ORIOLE
WARBIRD
SHRILL
GOLDFINCH
KESTREL
WILDERNESS
GRIFFIN MEMORIAL
RB-1
WC-7
Woodcrest Creek-Section 3
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
N
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
RB-1
RB-2
WC-7
WC-8
BC-1
BC-2
BC-4
GRIFFIN MEMORIAL
NORMAN
ROBINSON RD.
ROBINSON
FRANCES GATE
GRIFFIN
OLIVER
JOHNSON
RICH
FRANK
HUGHBERT
GRAY
ACRES
MAIN
MAIN ST.
STATE
ASHLEY
POST
GILLSPIE
HOPE HALL
HIGHTOWER
CARTER
GIBBS
COCKREL
TIFFIN
COOK
REED
FINDLAY
COMANCHE
TUFAULA
MCGEORGE
Bishop Creek
Tributary B to Bishop Creek
Woodcrest Creek-Section 4
City of Norman
Greenway Master Plan
HALFF
July 2008
PBSJ
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


MAJOR CROSSING
ROBINSON
WESTWOOD
WOODSLAWN
IM-1
RB-1
WC-7
WC-8
BC-1
BC-4
BC-3
DOWNTOWN NORMAN
IM-2
BC-2
MAIN
MS-2
IM-1A
BERRY
BC-7
BC-8
IM-3
IM-4
EARL SNEED
DUCK POND
LINDSEY
IM-4
IM-6
CR-7
REAVES
9
UNIVERSITY OF OKLAHOMA
IM-7
IM-5
BC-17
JENKINS
CR-11
CR-9
MHOFF CREEK

IMHOFF CREEK

Location: Located in South Central sector of the City
From: Robinson St.
To: Canadian River

Surrounding Corridors: Merkle Creek, Bishop Creek, and Woodcrest Creek

Size: 3 Sq. Miles – 2,167 Acres (Approximately: W 24th Ave. to OU Campus., and Robinson Rd. to Canadian River)

Major Transportation/Roads:
E/W: State Highway 9 - Main St. – Robinson Rd. – Lindsey St. – Imhoff Rd.
N/S: . W 12th Ave.

Major Area Corridor(s):
Imhoff Creek runs predominantly North and South. The creek does have some potential for Greenway Trails along the corridor, but some areas of the Corridor will need to be utilized with Parkway Trails.
The Canadian River has a flat and densely vegetated terrain. This Corridor has the potential to be a key connector with other Greenway Opportunities.

Minor Area Sub-corridor(s):
24th Ave. and 12th Ave. are the major arterial streets connectors.
Berry Rd. and Brooks are key collector street connectors.
Local Streets have great opportunities for parkway connections with OU Campus, Schools, Parks and Major Retail land uses.
Legacy Rail Trail is an existing Trail Corridor located at the northern edge of the corridor.

Land Use Context:
A majority of this corridor is densely developed; the predominant land use is Residential with single family lots. Downtown is located within this existing corridor zone. The OU Campus is located directly to the East, and also includes High Density Residential, Parkland, Institutional and Industrial Land Uses.

Key Destinations:
The OU Campus is a key destination for users in this Corridor. Six Schools (Adams Elementary, McKinley Elementary, Jackson Elementary, Whittier Middle School, and Norman High School.) are located within Corridor area, and other local schools are located within the surrounding Corridors. Seven Parks are located within study area. Major Retail and Commercial uses located along IH-35. Areas with High Density Residential are excellent attractors in this corridor.

Key Opportunities:
Opportunities along Street Corridors: The existing Rail Trail path of the Legacy Trail is a great opportunity for this corridor to connect into. This Trail is a key connector into the OU Campus. The possibility of using Berry Rd. as a parallel route to Imhoff creek is an opportunity to create a North to South spine route in this corridor. The opportunity to make an aesthetically pleasing trail is possible. Local Streets such as Brooks can be used when needed to connect with OU Campus, Schools, existing parks, open spaces, and major retail land uses.

Opportunities along Creek Corridors: A majority of the Imhoff Creek Corridor is urbanized and developed with many possible constraints. Portions of the creek, from Lindsey heading north to Symmes, have feasible areas for a trail to help link Single Family Residential, High Density Residential, and parks located within this corridor. Where the trail has constraints the use of Parkway Street Corridors will be necessary. At the far southern end of this corridor is the possibility of connecting into the proposed Canadian River trail corridor.

Sensitive Areas: A majority of this trail corridor is residential housing with the property line extending to the creek, which creates future land acquisition problems. The WPA channels located along the northern portions of Imhoff Creek carry great historic value to the City of Norman, and should be preserved.

Potential Drainage Improvements: Channel bank stabilization will be needed along the southern portions of the creek. Storm sewer improvements at Lindsey and McGee will be incorporated, along with road crossing improvements and channel conveyance.

Suitability Analysis: Imhoff Creek

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS

Corridor Name: Imhoff Creek (Segments 1-5) — Corridor Score**: 4

Corridor Description: From Lindsey to Symmes; east on Symmes to University; north on Webster To Andrews Park. Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features on its continuous extended or point)		30%	30	25
Schools	3		6	6
Trail-to-Trail	6		6	6
Connection to OU	1		5	5
Connection to Major City Destinations	2		4	2
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	1		2	1
Significant Employer(s)	1		2	1
Ownership Availability		15%	15	10
City Owned (1 point for every 7% public ownership of total acreage along the corridor; up to 15 pts. max.) **(or)**			15	10
Other Public or Semi-public Entity Owned, **(or)** along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	
Compatibility with Adjacent Land Uses		15%	15	8
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	5
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	17
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis - up to max. pts. provided) **(or)**			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	3
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	15
Potential for Concern from Current Corridor Ownership (-5 pts.)			(-5)	-5
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	75

* Number of elements within 500 ft. radius

** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS

Corridor Name: Imhoff Creek (Segments 6 - 8) — Corridor Score**: 4

Corridor Description: From State Highway 9 to Lindsey. Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features on its continuous extended or point)		30%	30	17
Schools	2		6	4
Trail-to-Trail	3		6	3
Connection to OU	1		5	3
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	3		5	3
Major Retail Center	1		2	1
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor; up to 15 pts. max.) **(or)**			15	15
Other Public or Semi-public Entity Owned, **(or)** along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	
Compatibility with Adjacent Land Uses		15%	15	12
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	9
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	15
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis - up to max. pts. provided) **(or)**			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	0
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts.)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	79

* Number of elements within 500 ft. radius

** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

Prioritization Analysis: Imhoff Creek

City of Norman
Greenway Master Plan

Greenway Corridor Prioritization: Imhoff Creek Corridor

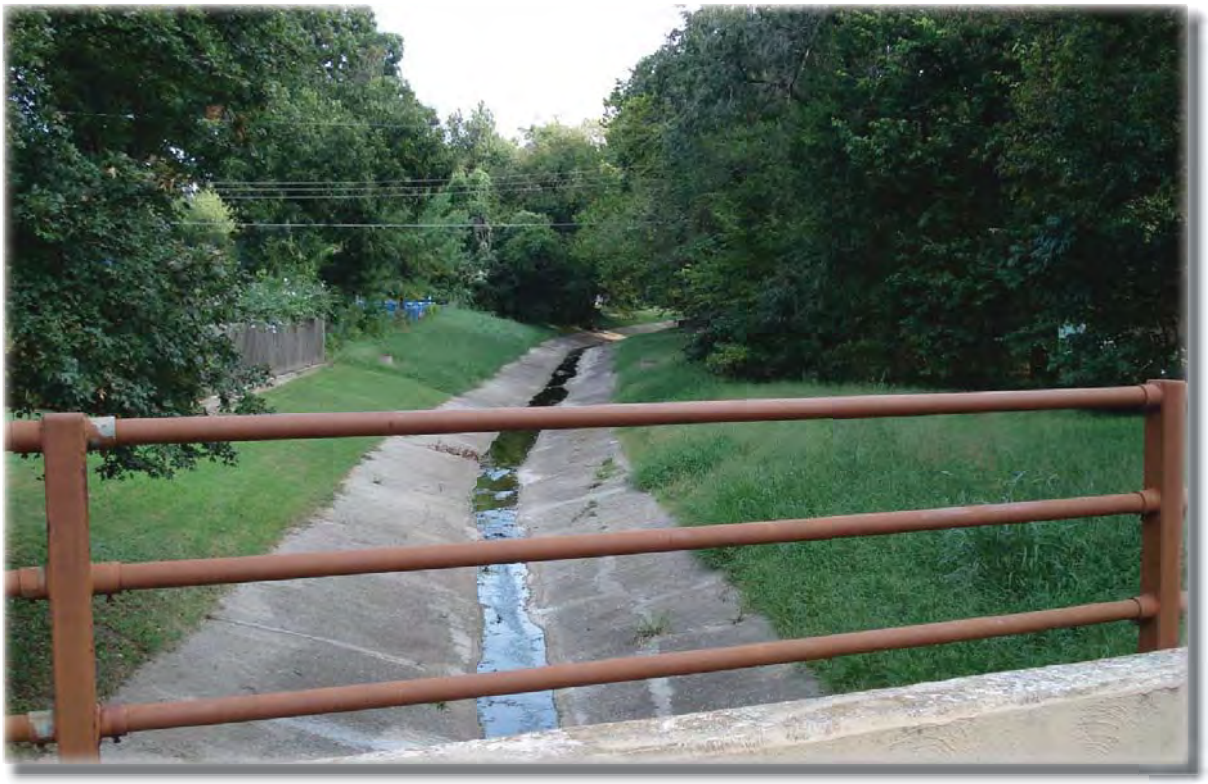
Number	Corridor	Prioritization Criteria								Total Score	Priority Category
		Length (L.F)	Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Maximum Score = 30	21 to 30 = High 11 to 20 = Medium 0 to 11 = Long Term
IM - 1-5	Imhoff Creek - North Segments 1-5	14000	4	5	4	2	2	3	2	22	High
IM - 6-8	Imhoff Creek - South Segments 6-7	12000	4	3	3	1	2	1	3	17	Medium
		26000	4	4	3.5	1.5	2	2	2.5	19.5	Medium

Urban Greenway System: Imhoff Creek

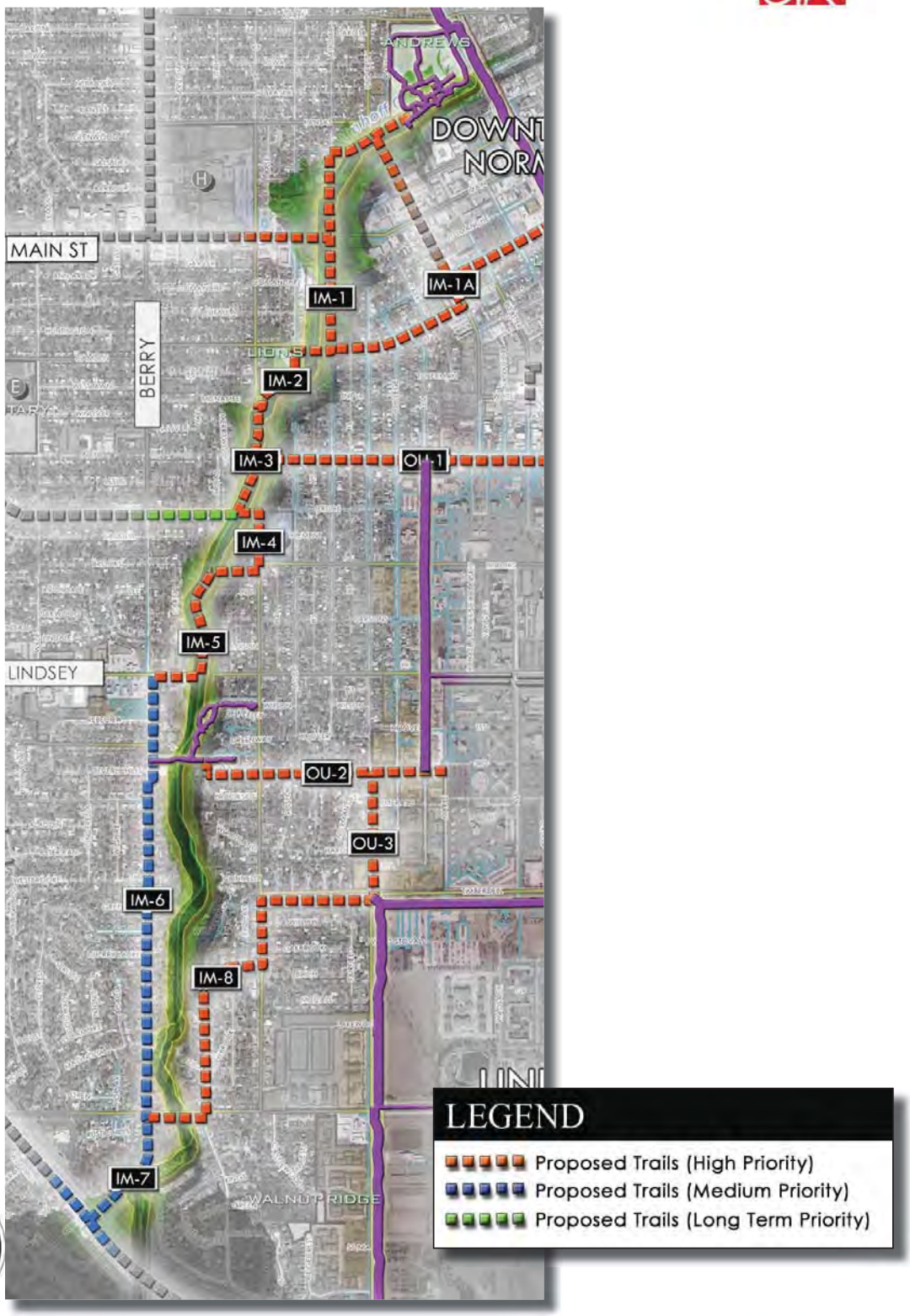
This greenway is located in the central core of the city and has importance due to the connection with Andrews Park, Downtown, and Oklahoma University. The recommended greenway system will connect these areas by utilizing creek and street corridors. With improvements to Imhoff creek brings opportunities to create greenway for this portion of Norman. The connection to Oklahoma University is a key recommendation due to the number of users this greenway could produce. The estimated cost for these greenway improvements is shown below (see chart).

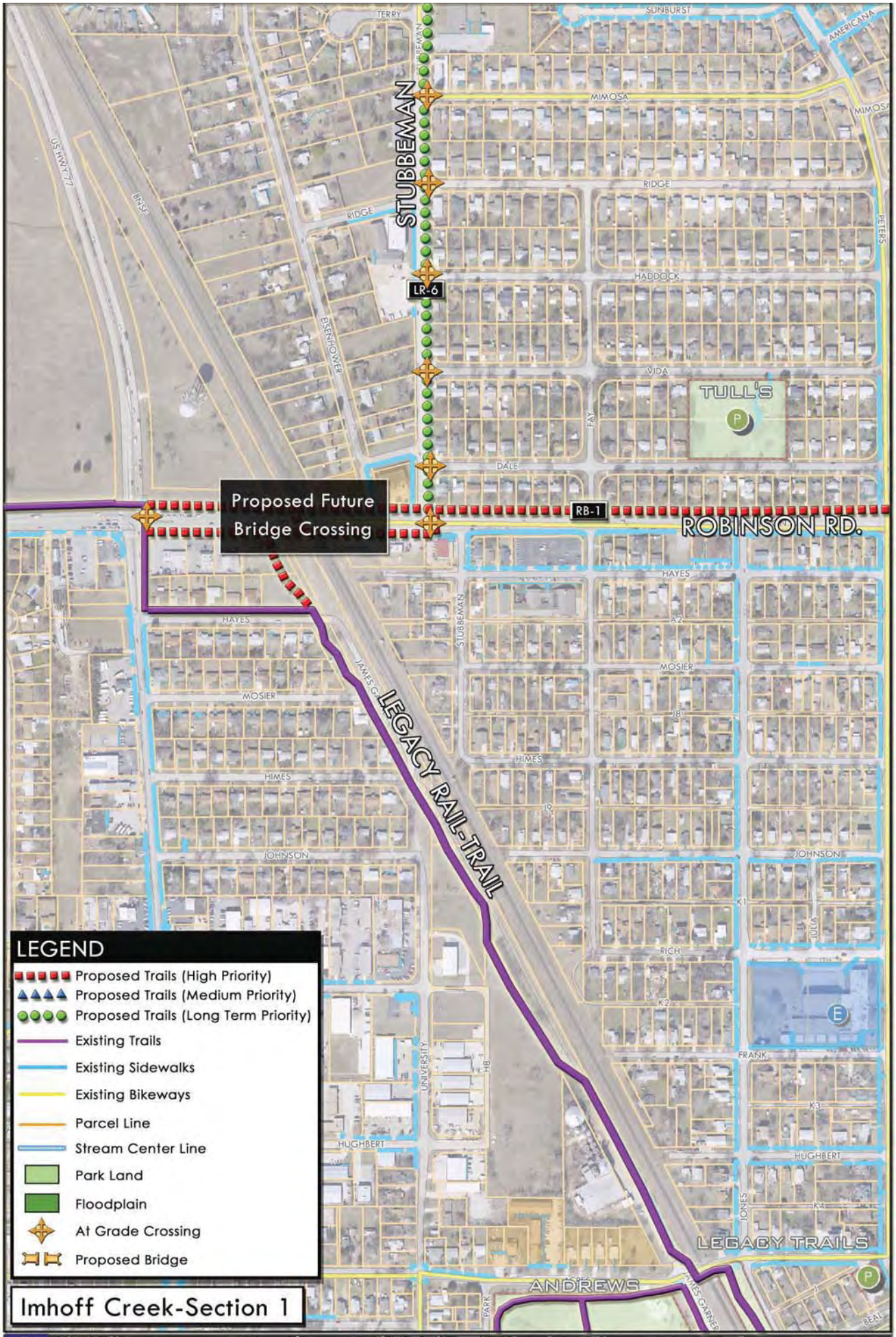
Norman Greenway Implementation Action Plan
Imhoff Creek (Urban Greenway)

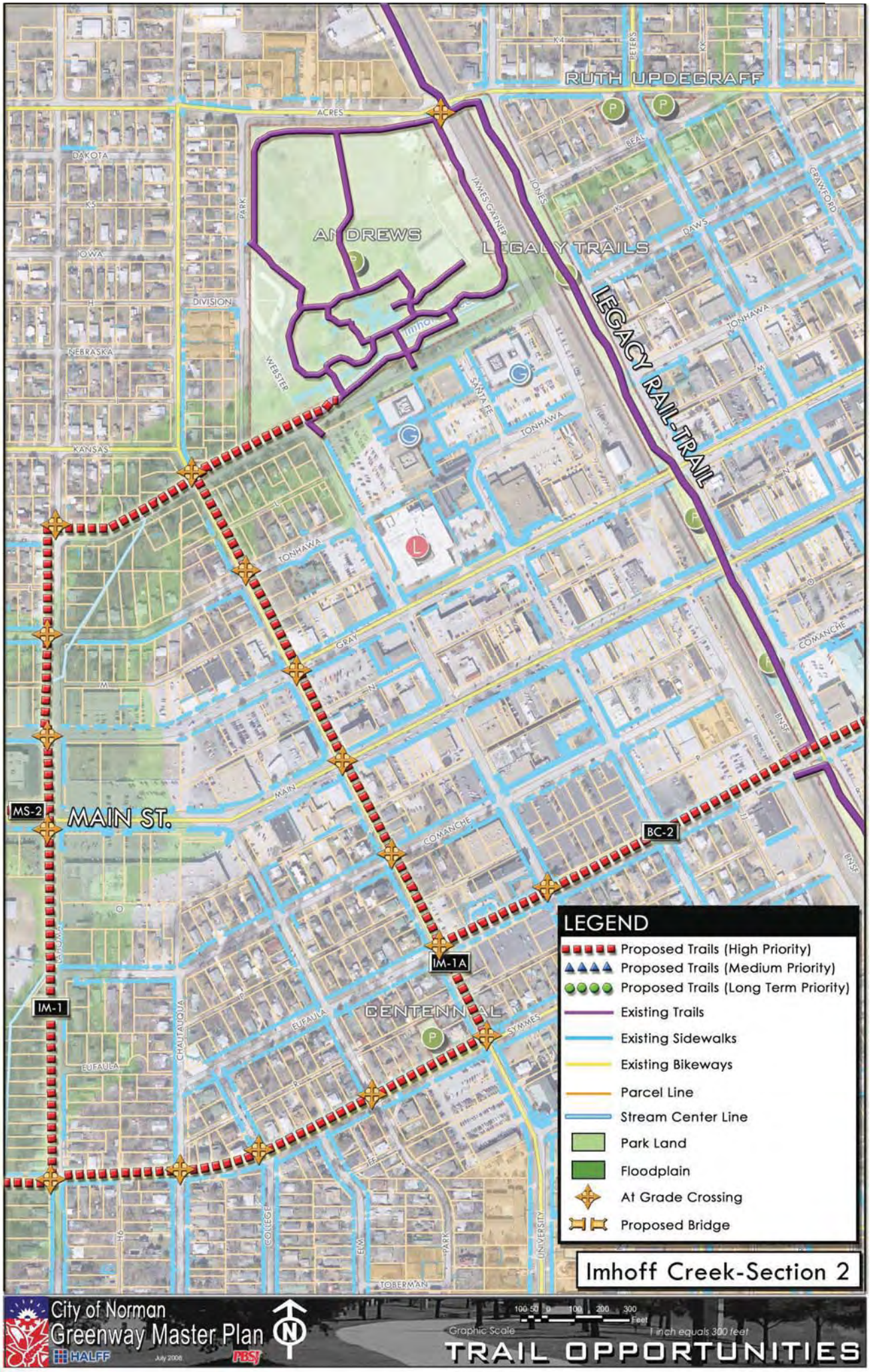
Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Imhoff	IM-1	Andrews Park	Lion's Park	Greenway along surrounding road corridors, connects to Imhoff creek, Andrews Park and downtown Norman	4,100	$820,000	2010-2020
Imhoff	IM-1A	Andrews Park	Lion's Park	Greenway along surrounding road corridors, connects to Imhoff creek, Andrews Park and downtown Norman	4,000	$680,000	2010-2020
Imhoff	IM-2	Lion's Park	McNamee	Greenway along Imhoff creek through Lion's Park	800	$200,000	2015-2025
Imhoff	IM-3	McNamee	Cruce	Greenway along Imhoff creek	1,400	$400,000	2015-2025
Imhoff	IM-4	Cruce	Brooks Ave.	Greenway along Pickard St.	1,550	$350,000	2015-2025
Imhoff	IM-5	Brooks Ave.	Lindsey St.	Greenway along Imhoff creek	1,900	$390,000	2020-2030
Imhoff	IM-6	Lindsey St.	Imhoff Rd.		5,400	$1,100,000	2010-2020
Imhoff	IM-8	Berry Rd.	Chautauqua	Greenway along Imhoff creek	5,200	$1,000,000	2015-2025
Imhoff	OU-1	Imhoff Creek	Classen	Greenway along Boyd, connects greenway to OU campus	4,700	$1,100,000	2020-2030
Imhoff	OU-2	Imhoff Creek	Maple (OU Campus)	Greenway along Boyd, connects greenway to OU campus	3,100	$720,000	2020-2030
Imhoff	RB-1	Flood	Griffin Memorial Park	Greenway along Robinson, key connection to existing Legacy trail, Griffin Memorial Park, and Andrews Park	7,700	$1,400,000	2015-2025
Imhoff	RB-2	Griffin Memorial Park	Water Treatment Area	Greenway along Robinson, key connection, Griffin Memorial Park and connects to the proposed water-line greenway	11,000	$1,900,000	2015-2026
				Estimated Total	**50,850 10 Miles**	**$10,060,000**	



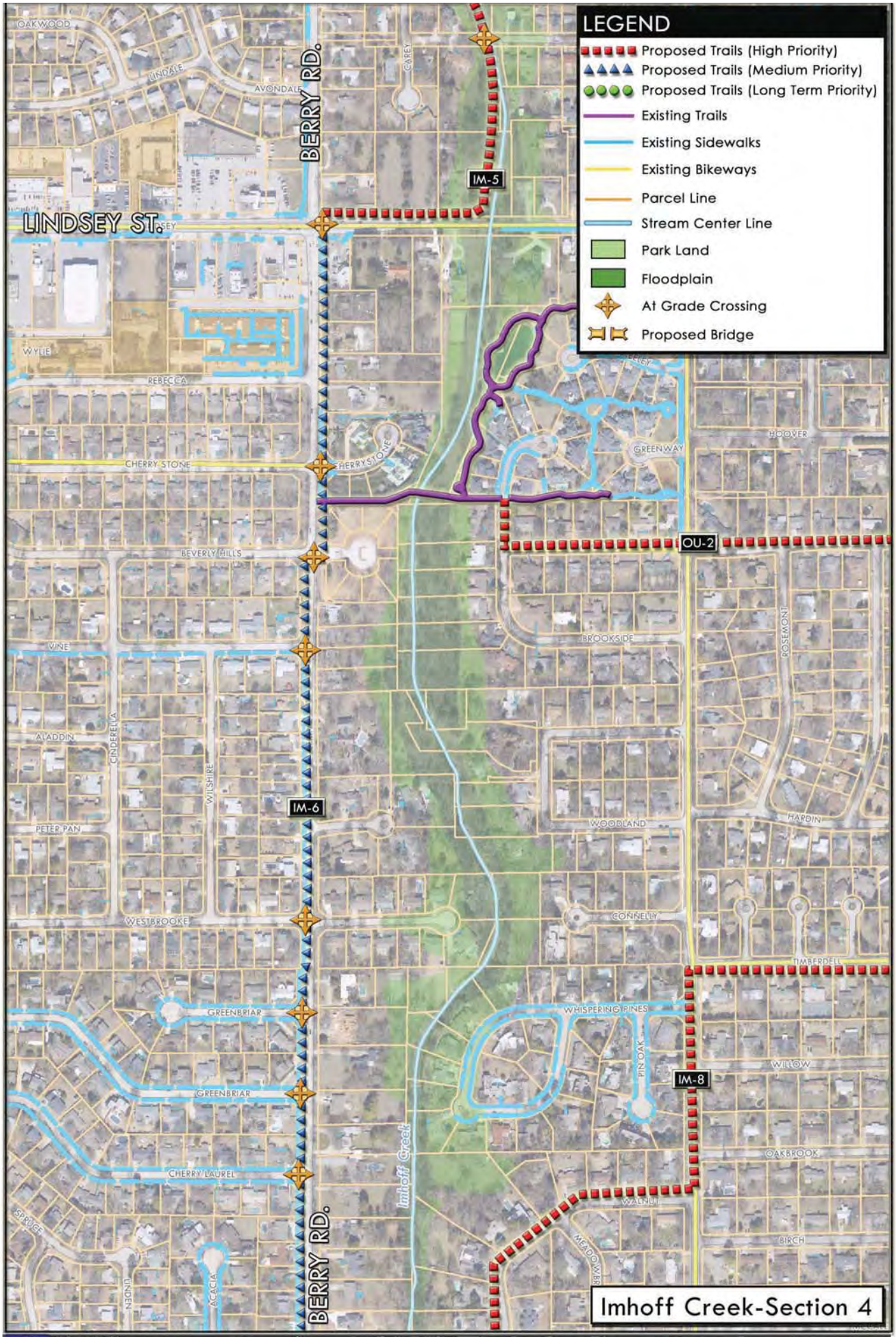
Imhoff Creek Key Recommendations



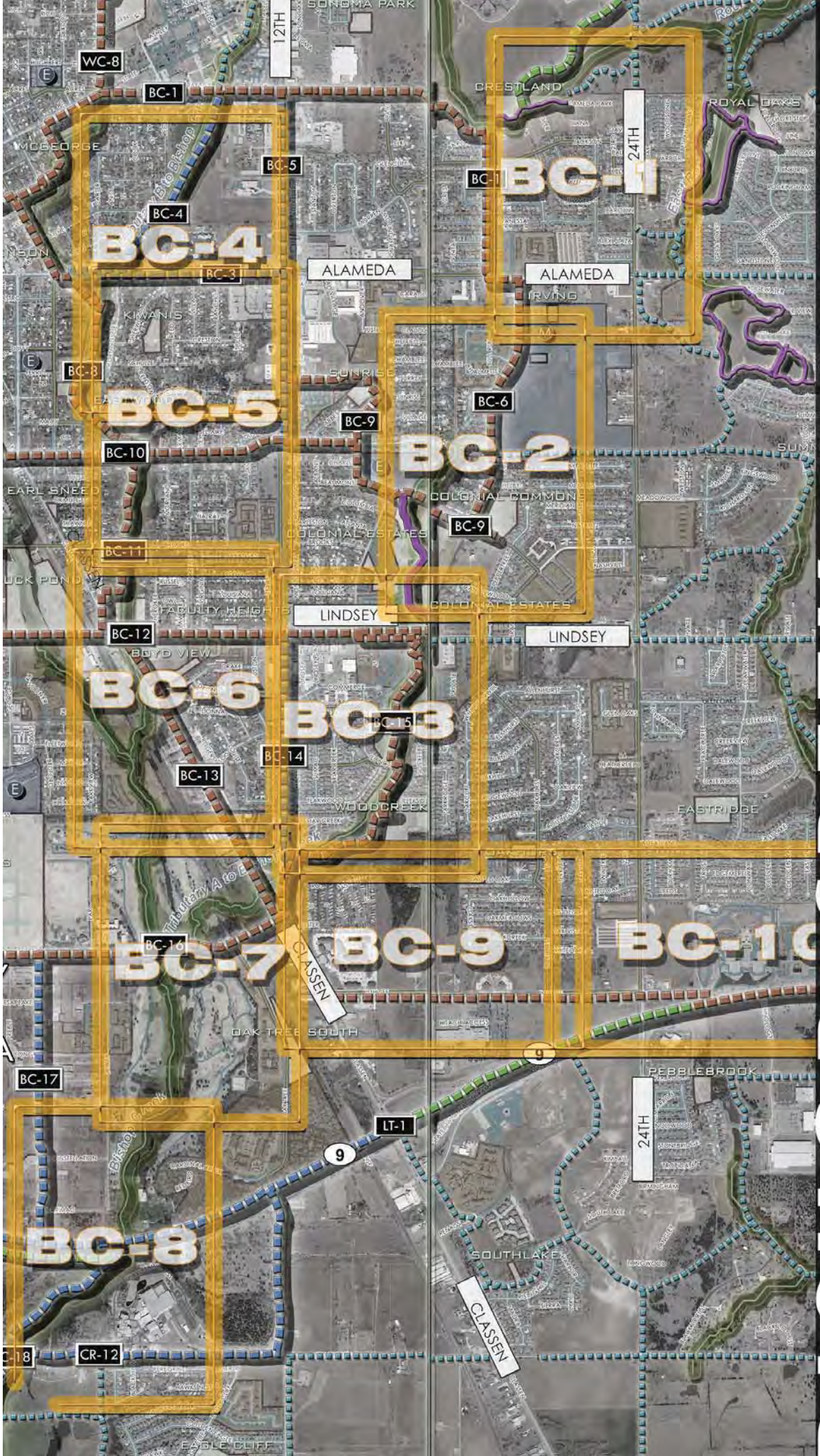

TERRY
SUNBURST
AMERICANA
STUBBEMAN
MIMOSA
RIDGE
US HWY 77
BNSF
EISENHOWER
HADDOCK
LR-6
VIDA
TULL'S
FAY
DALE
PETERS
Proposed Future
Bridge Crossing
RB-1
ROBINSON RD.
HAYES
A2
MOSIER
JAMES C.
LEGACY RAIL-TRAIL
B
HIMES
C
JOHNSON
K1
JULIA
RICH
K2
FRANK
K3
UNIVERSITY
H8
HUGHBERT
JONES
K4
LEGACY TRAILS
ANDREWS
PARK
JAMES GARNER
BEAL
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Imhoff Creek-Section 1
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
N
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


RUTH UPDEGRAFF
ACRES
DAKOTA
IOWA
DIVISION
NEBRASKA
KANSAS
PARK
WEBSTER
ANDREWS
LEGACY TRAILS
JAMES GARNER
JONES
BEAL
DAWS
CRAWFORD
TONHAWA
SANTA FE
LEGACY RAIL-TRAIL
GRAY
COMANCHE
BNSF
MAIN
MAIN ST.
MS-2
BC-2
IM-1A
IM-1
CENTENNIAL
EUFAULA
SYMMES
CHAUTAUQUA
COLLEGE
ELM
UNIVERSITY
TOBERMAN
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Imhoff Creek-Section 2
City of Norman
Greenway Master Plan
HALFF
July 2008
PBSJ
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES

MS-2
MAIN
MAIN ST.
BERRY RD.
SUNSET
GATEWOOD
GARVER
ANN ARBOR
COMANCHE
MELROSE
EUFAULA
HUNTINGTON
SYMMES
CAMDEN
APACHE
WESTLAWN
MCNAMEE
WINDSOR
GROVER
BOYD
LESLIE
CADDELL
BROOKS
LEE
MC FARLAND
Imhoff Creek
IM-1
IM-1A
IM-2
IM-3
IM-4
IM-5
OU-1
MC-3
LION'S
FLOOD
JUNIPER
VAHOMA
HALL
MERRYWOOD
BROAD
CAREY
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Imhoff Creek-Section 3
City of Norman
Greenway Master Plan
HALFF
July 2008
PBSJ
N
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
LINDSEY ST.
BERRY RD.
IM-5
OU-2
IM-6
IM-8
OAKWOOD
LINDALE
AVONDALE
CAREY
WYLIE
REBECCA
CHERRY STONE
HERRYSTONE
GREENWAY
HOOVER
BEVERLY HILLS
BROOKSIDE
ROSEMONT
VINE
ALADDIN
CINDERELLA
WILSHIRE
PETER PAN
WOODLAND
HARDIN
WESTBROOKE
CONNELLY
TIMBERDELL
GREENBRIAR
WHISPERING PINES
PIN OAK
WILLOW
OAKBROOK
CHERRY LAUREL
WALNUT
SPRUCE
BIRCH
LINDEN
ACACIA
MEADOWBR
Imhoff Creek
Imhoff Creek-Section 4
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
N
Graphic Scale
100 50 0 100 200 300
Feet
1 inch equals 300 feet
TRAIL OPPORTUNITIES

BOXWOOD
LINDEN
ACACIA
HOLLYWOOD
LOCUST
SYCAMORE
MAGNOLIA
CYPRESS
HOLLY
ASPEN
POPLAR
LAKEWOOD
MEADOWBROOK
RICKARD
LIVEOAK
IM-6
IM-8
BERRY RD.
IMHOFF
RUSTIC HILL
RUSTIC HILLS
STATE HIGHWAY 9
WINDMILL
CR-7
IM-7
MERRIMENGREEN
KINGS
LINCOLN GREEN
TRAILS
BERRY
Imhoff Creek
NOTTINGHAM
MEADOW
CONESTOGA
ROBINHOOD
WALNUT
CR-8
STATE HWY 9
PINEHURST
RIVIERA
HEATHER GLEN
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Imhoff Creek-Section 5
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
N
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


BISHOP CREEK
BC-1
BC-2
BC-3
BC-4
BC-5
BC-6
BC-7
BC-8
BC-9
BC-10
WC-8
BC-11
BC-12
BC-13
BC-14
BC-15
BC-16
BC-17
BC-18
LT-1
CR-12
12TH
24TH
ALAMEDA
LINDSEY
CLASSEN
SONOMA PARK
CRESTLAND
ROYAL OAKS
MCGEORGE
KIWANIS
SUNRISE
COLONIAL COMMONS
COLONIAL ESTATES
EARL SNEED
FACULTY HEIGHTS
BOYD VIEW
WOODCREEK
EASTRIDGE
OAK TREE SOUTH
PEBBLEBROOK
SOUTHLAKE
EAGLE CLIFF

BISHOP CREEK

Location: Located in SC sector of the City
From: Robinson
To: Canadian River

Surrounding Corridors:
Rock Creek, Imhoff Creek, Canadian River, and Little River

Size: 10 Sq. Miles – 6,326 Acres (Approximately: Porter Ave. to E 24th St. and Robinson to Canadian River)

Major Transportation/Roads:
E/W: Main St. – Robinson – Alameda St. - Lindsey St. – Imhoff Rd. - State Highway 9
N/S: Porter Ave. – E 12th St. – E 24th St.

Major Area Corridor(s):
Bishop Creek runs predominantly North and South. The creek does have some potential for Greenway Trails along the corridor, but some areas of the Corridor will need to be utilized with Parkway Trails.
OU Campus is a major area Connector.
The Canadian River has a flat and densely vegetated terrain. This Corridor has the potential to be a key connector with other Greenway Opportunities.

Minor Area Sub-corridor(s):
Robinson St. has an existing Trail which runs from W 24th St. to W 12th St.
24th St. and 12th St. are the major arterial streets connectors.
Local Streets have great opportunities for parkway connections with Schools, Parks and Major Retail land uses.

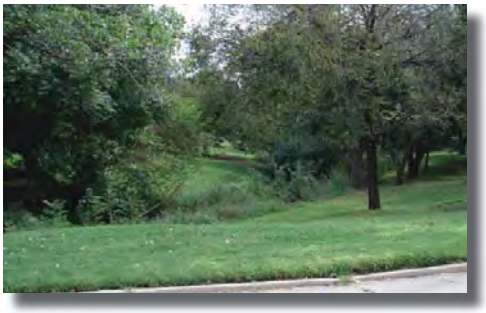
Land Use Context:
Much of this corridor is developed; the predominant land use is Residential with single family lots. The OU Campus is a Major Land Use. High Density Residential is a key use due to student living for OU. The corridor area also includes Parkland, Institutional and Industrial uses.

Key Destinations:
OU Campus is located within the Corridor Area. Six Schools (Jefferson Elementary, Kennedy Elementary, Madison Elementary, Lincoln Elementary, Irving Middle School, and Longfellow Middle School) are located within Corridor area, and other local schools are located within the surrounding Corridors. Downtown is located within this corridor area. 18 Parks are located within study area. High Density Residential along with Major Retail zones will be key attractors in this Corridor.

Key Opportunities:
Opportunities along Street Corridors: The existing and proposed Trail/Paths located within the OU Campus area are opportunities to tie into the OU Campus from the surrounding uses. The possibility of Parkway Street Trails located along the Arterial streets such as Lindsey St. can help connect with key destinations in the area. Local Streets can be used when needed to connect with OU Campus, Schools, existing parks, open spaces, and major retail land uses.
Opportunities along Creek Corridors: A majority of the Bishop Creek Corridor is urbanized and developed with many possible constraints. Portions of the creek have feasible areas for a trail to help link Single Family Residential, High Density Residential, and parks located within this corridor.

Sensitive Areas:
Residential houses properties extend out to the Creek edge. Bishop Creek runs through the OU Golf Course which creates a connection barrier; a rail trail could be used to move around this area.

Potential Drainage Improvements: Channel and bank stabilization along many portions of the creek



Suitability Analysis: Bishop Creek

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segments 1-3) — Corridor Score**: 4
Corridor Description: From University to E. 12th Ave., Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	22
Schools	2		6	4
Trail-to-Trail	1		6	4
Connection to OU	1		5	4
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	4		5	5
Major Retail Center	1		2	1
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	13
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) **(or)**			15	13
Other Public or Semi-public Entity Owned, **(or)** along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	9
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	6
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	15
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) **(or)**			10	4
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	6
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	3
Existing Wetlands or other unique natural or urban features			5	2
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	79

* Number of elements within 800 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segments 4-6) — Corridor Score**: 4
Corridor Description: From, Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	10
Schools	1		6	2
Trail-to-Trail	0		6	0
Connection to OU	0		5	0
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	3		5	5
Major Retail Center	1		2	1
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) **(or)**			15	15
Other Public or Semi-public Entity Owned, **(or)** along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	10
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	7
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	17
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) **(or)**			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	3
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	72

* Number of elements within 800 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segment 7) — Corridor Score**: 5
Corridor Description: From Legacy Trail Extension to OU Campus Segments 7, Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	18
Schools	1		6	2
Trail-to-Trail	2		6	6
Connection to OU	1		5	5
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	0		5	0
Major Retail Center	1		2	1
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	10
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) **(or)**			15	10
Other Public or Semi-public Entity Owned, **(or)** along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	5
Compatibility with Adjacent Land Uses		15%	15	13
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	8
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) **(or)**			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	81

* Number of elements within 800 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segments 8,9, & 11) — Corridor Score**: 4
Corridor Description: From Alameda to Lindsey, Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	10
Schools	1		6	2
Trail-to-Trail	0		6	0
Connection to OU	1		5	3
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	3		5	5
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	5
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) **(or)**			15	5
Other Public or Semi-public Entity Owned, **(or)** along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	11
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	8
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	10
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) **(or)**			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	3
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	64

* Number of elements within 800 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

Suitability Analysis: Bishop Creek

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segment 10) — Corridor Score**: 5
Corridor Description: From 12th Ave. to Jenkins along Boyd., Location of path to be determined after further study

Selection Criteria	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (1 pts. for each activity park, 1 pt. for other features up to maximum number of points)		30%	30	20
Schools	1		6	2
Trail-to-Trail	1		6	2
Connection to OU	1		5	5
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	3		5	5
Major Retail Center	1		2	1
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	10
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	10
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	13
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	8
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	83

* Number of elements within 500 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 =2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segment 12) — Corridor Score**: 4
Corridor Description: From Jenkins to Colonial Estates Park, Location of path to be determined after further study

Selection Criteria	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (1 pts. for each activity park, 1 pt. for other features up to maximum number of points)		30%	30	21
Schools	2		6	4
Trail-to-Trail	2		6	4
Connection to OU	1		5	5
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	4		5	5
Major Retail Center	1		2	1
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	15
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	8
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	8
Adequate buffering from adjacent residential properties			5	1
Existing Physical Characteristics		20%	20	14
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	2
Existing Wetlands or other unique natural or urban features			5	2
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	79

* Number of elements within 500 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 =2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segments 13-15) — Corridor Score**: 5
Corridor Description: From Classen to Lindsey, Location of path to be determined after further study

Selection Criteria	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (1 pts. for each activity park, 1 pt. for other features up to maximum number of points)		30%	30	13
Schools	1		6	2
Trail-to-Trail	2		6	4
Connection to OU	1		5	2
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	1		2	1
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	15
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	13
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	8
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	5
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	5
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	81

* Number of elements within 500 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 =2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segments 16-17) — Corridor Score**: 5
Corridor Description: From State Hwy. 9 to Classen along Constitution., Location of path to be determined after further study

Selection Criteria	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (1 pts. for each activity park, 1 pt. for other features up to maximum number of points)		30%	30	19
Schools	0		6	0
Trail-to-Trail	2		6	6
Connection to OU	1		5	5
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	2		2	2
Significant Employer(s)	2		2	2
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	15
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	11
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	6
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	84

* Number of elements within 500 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 =2, 20 or less = 1

Suitability Analysis: Bishop Creek

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Bishop Creek (Segments 18) **Corridor Score**: 4**
Corridor Description: From Canadian River to State Hwy. 9, Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	7
Schools	0		6	0
Trail-to-Trail	0		6	0
Connection to OU	1		5	3
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	0		5	0
Major Retail Center	0		2	0
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	0
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) **(or)**			15	0
Other Public or Semi-public Entity Owned. **(or)** along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses.		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) **(or)**			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	62

* Number of elements within 500 ft. radius
** Score ranges as follows - over 80 = 5, over 60 = 4, over 40 = 3, over 20 =2, 20 or less = 1

Prioritization Analysis: Bishop Creek

City of Norman
Greenway Master Plan

Greenway Corridor Prioritization: Bishop Creek

Number	Corridor	Prioritization Criteria								Total Score	Priority Category
		Length (L.F)	Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Maximum Score = 30	21 to 30 = High 11 to 20 = Medium 0 to 11 = Long Term
BC-1-3	Bishop Creek North - Segments 1 - 3	19400	5	4	4	1	3	1	3	21	High
BC-4-6	Bishop Creek North - Segments 4 - 6	13000	4	2	3	0	3	1	2	15	Medium
BC-7	Bishop Creek North - Segment 7	3200	5	4	4	1	3	1	3	21	High
BC-8,9,11	Bishop Creek Central - Segments 8,11	11700	4	2	3	3	3	1	2	18	Medium
BC-10	Bishop Creek Central - Segment 10	4700	4	5	5	1	3	0	3	21	High
BC-12	Bishop Creek Central - Segment 12	8600	4	4	5	1	3	1	3	21	High
BC-13-15	Bishop Creek Central - Segments 13 - 15	13900	5	3	4	3	3	1	2	21	High
BC-16	Bishop Creek South - Segments 16	7900	5	4	4	1	3	1	3	21	High
BC-17	Bishop Creek South - Segments 17	7900	4	4	4	1	3	1	3	20	Medium
BC-18	Bishop Creek South - Segment 18	4600	4	1	2	3	3	2	1	16	Medium
		94900	4.4	3.5	3.9	1.5	3.0	0.9	2.5	19.6	Medium

Urban Greenway System: Bishop Creek Key Recommendations

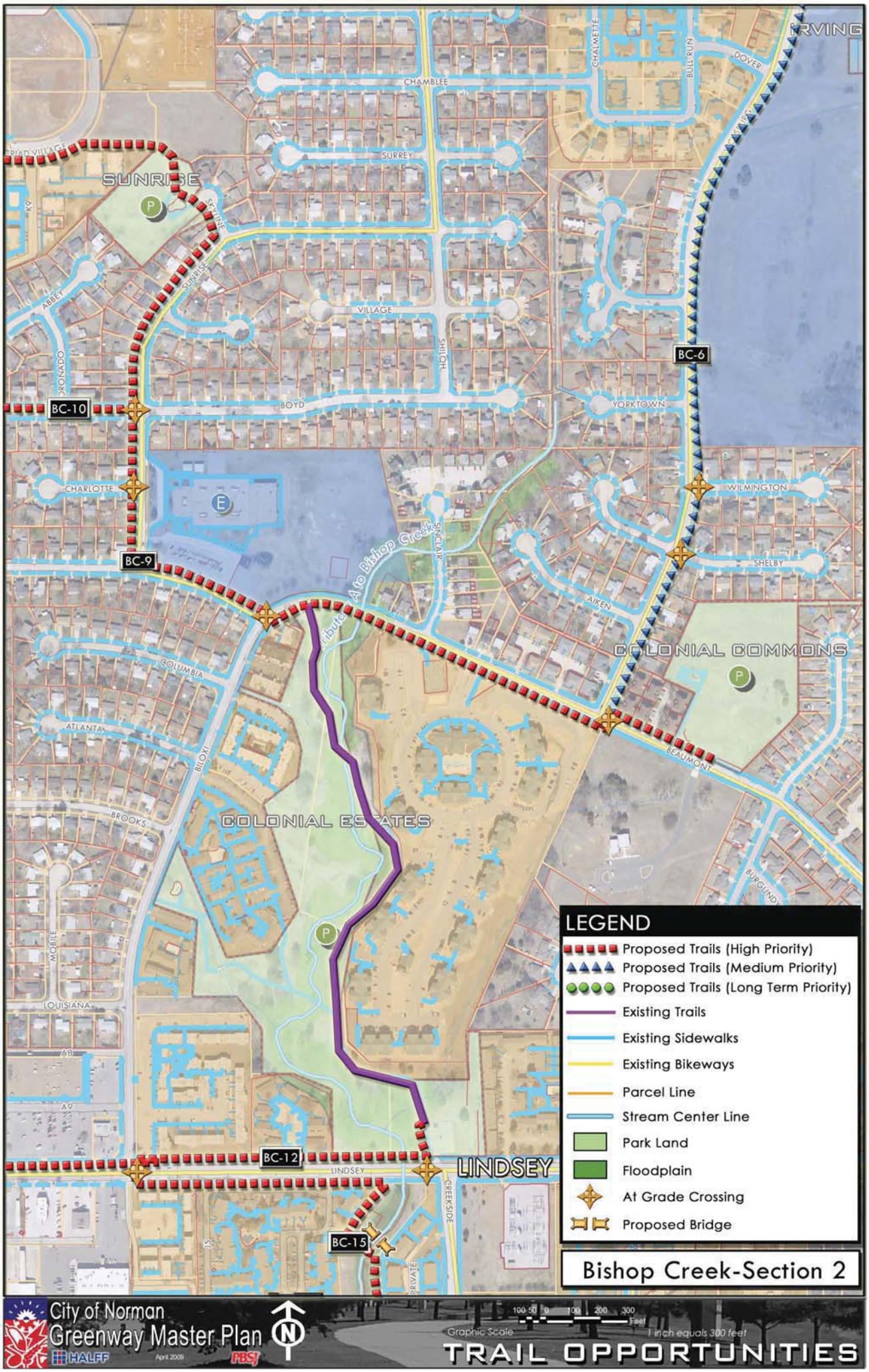
The key greenway recommendations for this corridor are intended to connect eastern urban area to the central core of Norman and Oklahoma University. A key recommendation will be continuing the Colonial Estates Trail to both the Northern and southern portions of Oklahoma University. The northern connection will be located along the Boyd St. corridor. The southern recommendation is a highly needed greenway connection into campus. The greenway will run south along Bishop Creek until Classen. The greenway corridor will then utilize Constitution into campus. Another recommendation will be connecting the Bishop Creek greenway to State Hwy. 9 along Imhoff St, which will connect to the Lake Thunderbird Greenway. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan
Bishop Creek (Urban Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Bishop	BC-2	University	Carter	Greenway along Eufaula and Main St., Connects to downtown Norman	6,000	$1,100,000	2010-2020
Bishop	BC-9	12th Ave.	Vicksburg	Greenway along Boyd, connects to OU campus	5,300	$920,000	2010-2020
Bishop	BC-10	Trout	12th Ave.	Greenway along surrounding road corridors, connects to OU campus	4,700	$830,000	2015-2025
Bishop	BC-15	Lindsey	Classen	Greenway along Bishop Creek, connects with existing Colonial Estates greenway	5,800	$1,100,000	2015-2025
Bishop	BC-16	Monitor	Classen	Greenway along Constitution, key greenway connection to OU Campus	3,700	$750,000	2010-2015
Bishop	BC-18	State Hwy 9	Bishop Creek	Greenway along Bishop Creek	4,600	$790,000	2020-2030
				Estimated Total	**30,100**	**$5,490,000**	
					6 Miles		

Bishop Creek Key Recommendations

24TH AVE.
CRESTLAND
ALAMEDA PARK
HUNTER
COOPER
DIANA
DENA
TYLER
DAVID
BARON
JACKSON
PAUL
TERESA
HELM
BC-1
MORREN
JAZZMAN
NEWMAN
CREST
BARB
CINDY
KARA
22ND
23RD
SUMMER
CAROLYN
VANESSA
HILLCREST
ALEX PLAZA
VINITA
SOUTHCREST
ALAMEDA
IRVING
BRANDON
VICKSBURG
BC-6
SHEFFIELD
CHALMETTE
BULL RUN
DOVER
CHAMBLER
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 1
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


SUNRISE
CHAMBLEE
SURREY
VILLAGE
BOYD
SHILOH
YORKTOWN
CHARLOTTE
WILMINGTON
SHELBY
AIKEN
COLONIAL COMMONS
COLUMBIA
ATLANTA
BROOKS
BILOYI
MOBILE
LOUISIANA
BEAUMONT
COLONIAL ESTATES
LINDSEY
CREEKSIDE
BC-6
BC-9
BC-10
BC-12
BC-15
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 2
City of Norman
Greenway Master Plan
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Graphic Scale
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TRAIL OPPORTUNITIES

BC-12
BC-13
BC-14
BC-15
BC-16
BC-19
12TH AVE.
CLASSEN
CONSTITUTION
LINDSEY
DRAKE
DEONNE
DONNA
COMMERCE
EASTGATE
WOODCREEK
HAZELWOOD
BRIARCREEK
CONCORD
SUMAC
TEAKWOOD
CREEKSIDE
CEDAR CREEK
HOUSTON
LOUISE
ROGERS
LOIS
LINDSEY PLAZA
ILOXI
PRIVATE
WOODCREEK
Tributary A to Bishop Creek
ROSS
FOSTER
BNSF
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 3
City of Norman
Greenway Master Plan
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PBSJ
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TRAIL OPPORTUNITIES

Bishop Creek
MAIN
ROCKRIDGE
CARTER
COMANCHE
MCGEORGE
BC-2
STEWART
COOK
SYMMES
REED
BUFALO
FINDLAY
ANIOL
ZZ
APACHE
BC-4
Tributary B to Bishop
POPTER
LINN
ALAMEDA
BC-3
MORNINGSIDE
CASTRO
KEITH
SHERWOOD
KIWANIS
VILLA
CRESTON
DUFFY
RONCA
BC-8
FERRILL
BB
MILLER
EASTWOOD
OKLAHOMA
LONG
EMELYN
MACY
CLASSEN
CC
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 4
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
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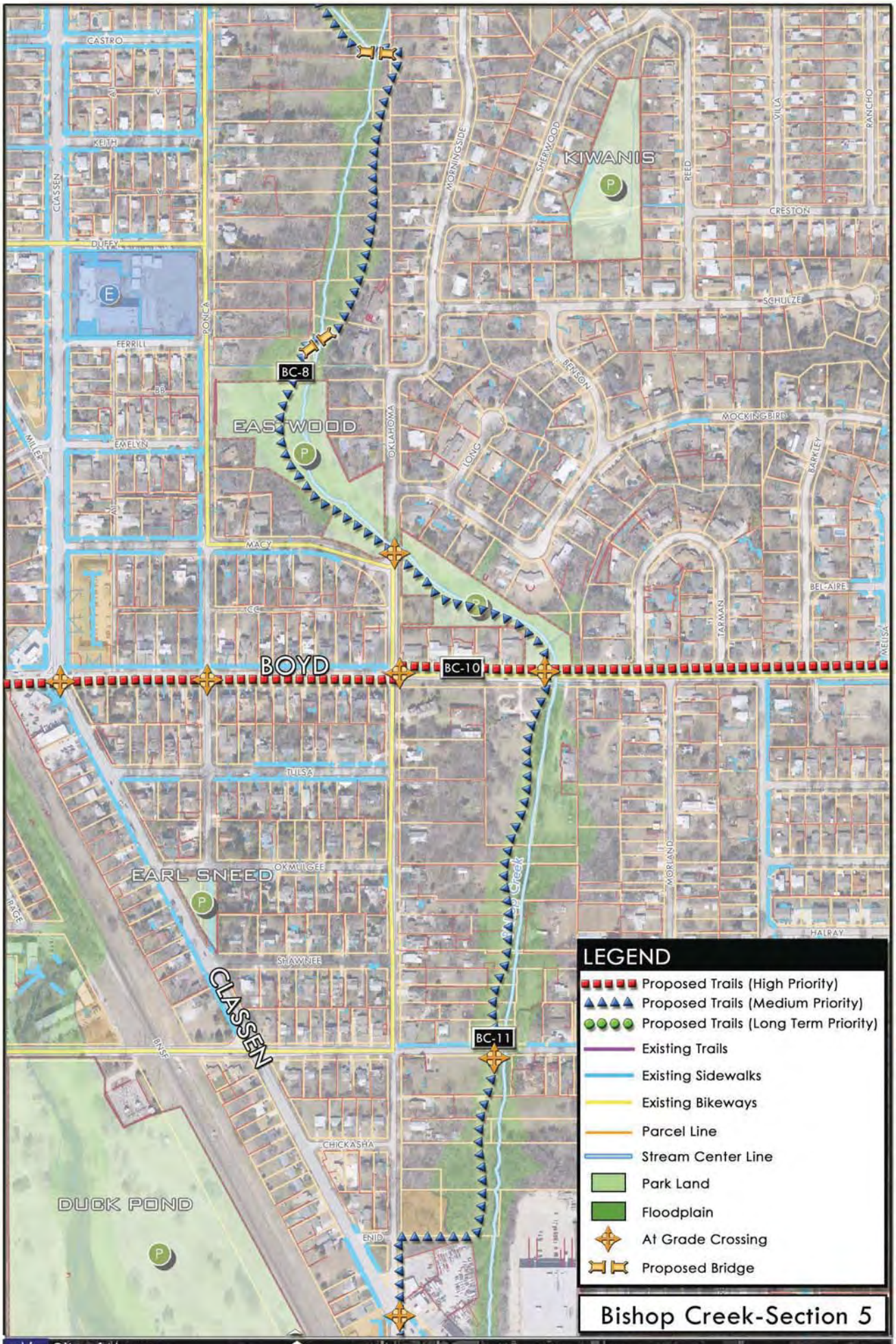
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


CASTRO
KEITH
CLASSEN
DUFFY
FERRILL
PONCA
MILLER
EMELYN
MACY
BOYD
TULSA
OKMULGEE
EARL SNEED
SHAWNEE
CLASSEN
BNSF
CHICKASHA
ENID
DUCK POND
EAST WOOD
OKLAHOMA
MORNINGSIDE
SHERWOOD
KIWANIS
REED
CRESTON
VILLA
RANCHO
SCHULZE
BENSON
MOCKINGBIRD
LONG
BARKLEY
BEL-AIRE
TARMAN
MELISA
MORLAND
HALRAY
BC-8
BC-10
BC-11
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 5
City of Norman
Greenway Master Plan
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April 2009
PBSJ
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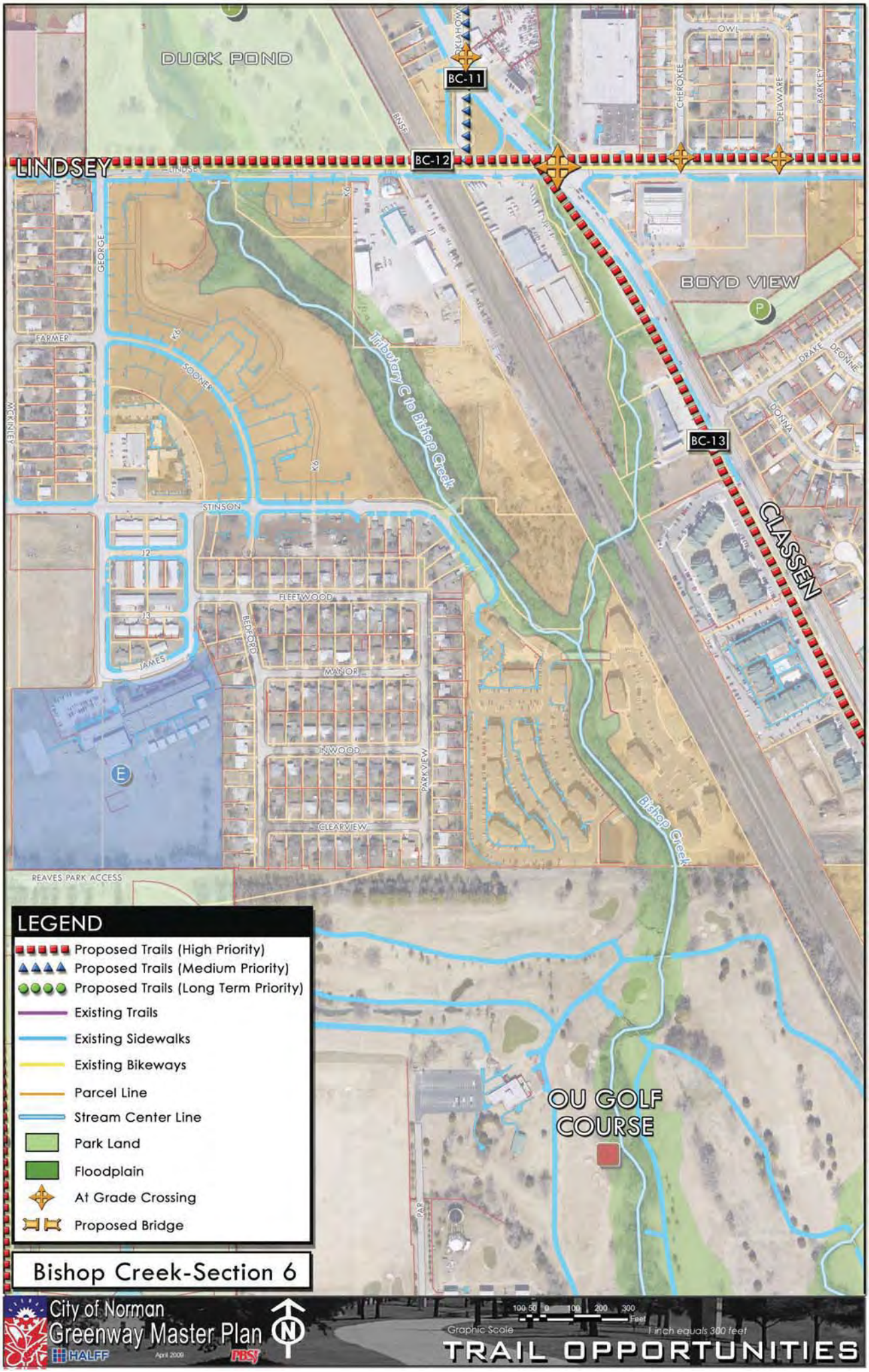
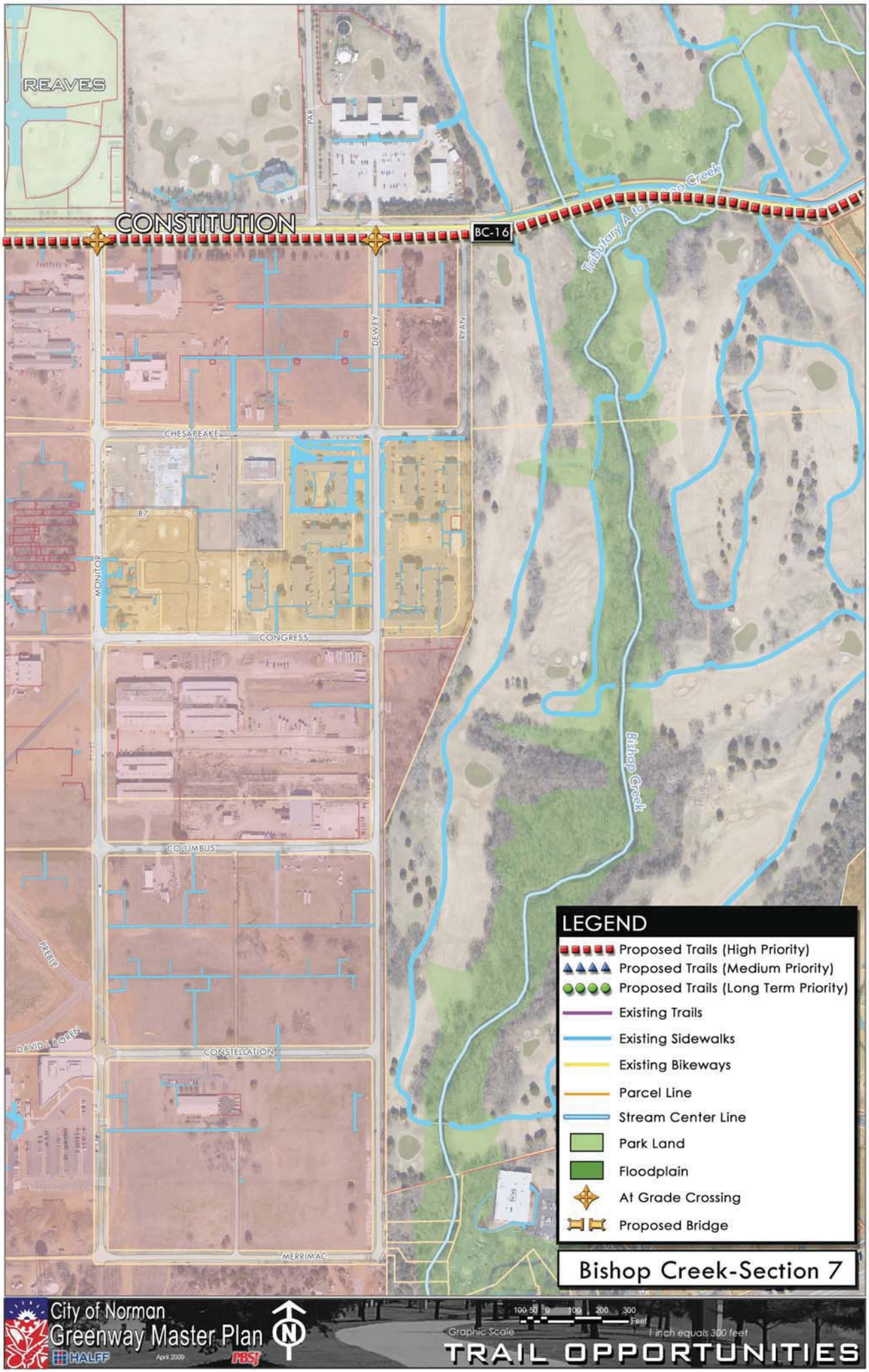
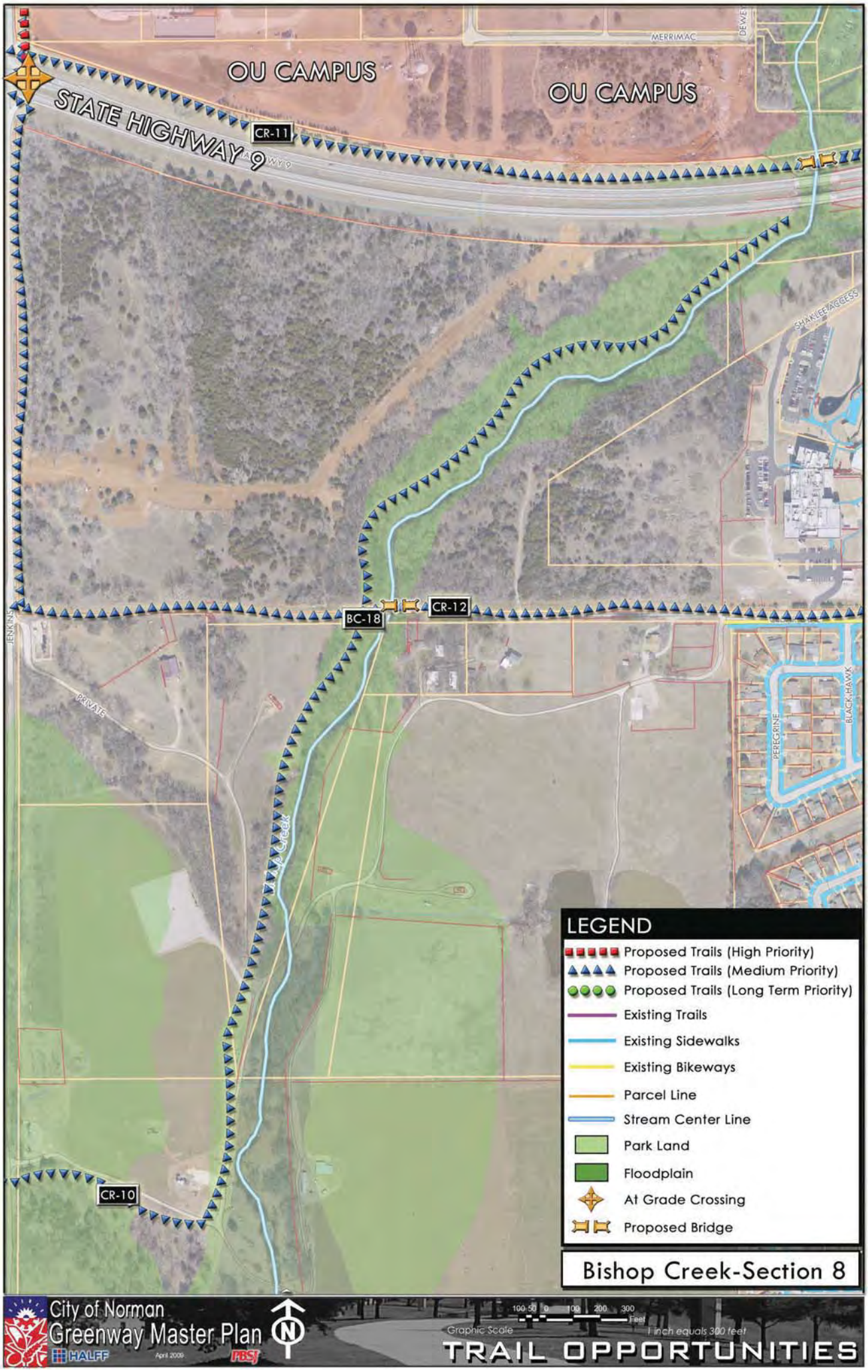
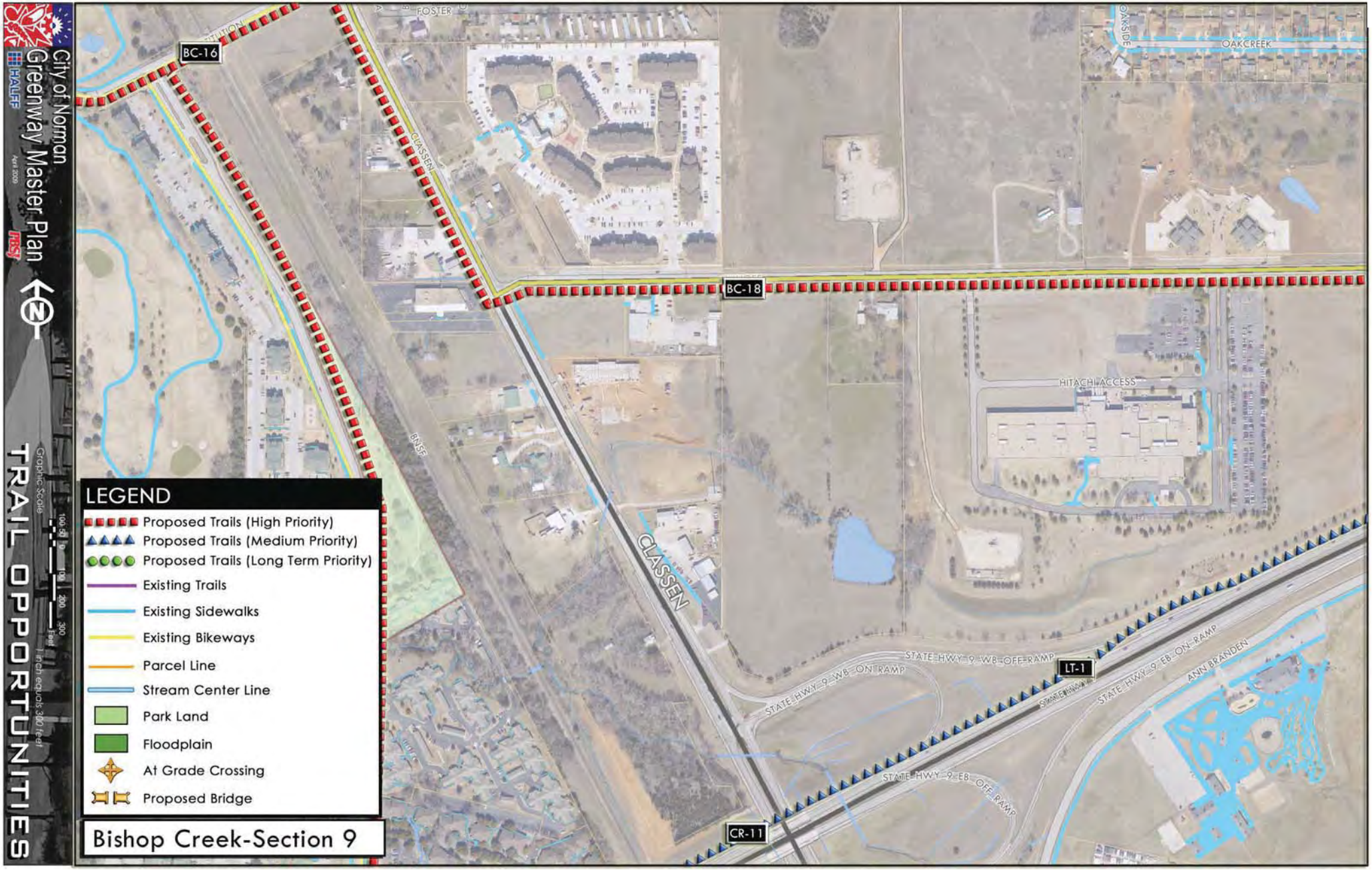
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


DUCK POND
BC-11
BC-12
LINDSEY
BNSF
OWL
CHEROKEE
DELAWARE
BARKLEY
BOYD VIEW
DRAKE
DEONNE
DONNA
BC-13
CLASSEN
GEORGE
FARMER
SOONER
Tributary G to Bishop Creek
STINSON
FLEETWOOD
BEDFORD
MANOR
JAMES
NWOOD
PARKVIEW
CLEARVIEW
Bishop Creek
REAVES PARK ACCESS
OU GOLF COURSE
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 6
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


REAVES
PAR
CONSTITUTION
BC-16
Tributary A to Bishop Creek
DEWEY
RYAN
CHESAPEAKE
B7
MONITOR
CONGRESS
COLUMBUS
PEBBLE
DAVID L. BOREN
CONSTELLATION
MERRIMAC
Bishop Creek
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 7
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
N
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


OU CAMPUS
OU CAMPUS
STATE HIGHWAY 9
CR-11
MERRIMAC
DEWEY
SHAWNEE AGGESS
CR-12
BC-18
JENKINS
PRIVATE
PEREGRINE
BLACK HAWK
Bishop Creek
CR-10
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 8
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
N
100 50 0 100 200 300
Feet
Graphic Scale
1 inch equals 300 feet
TRAIL OPPORTUNITIES


City of Norman
Greenway Master Plan
HALFF
April 2009
TRAIL OPPORTUNITIES
Graphic Scale
100 50 0 100 200 300
Feet
1 inch equals 300 feet
LEGEND
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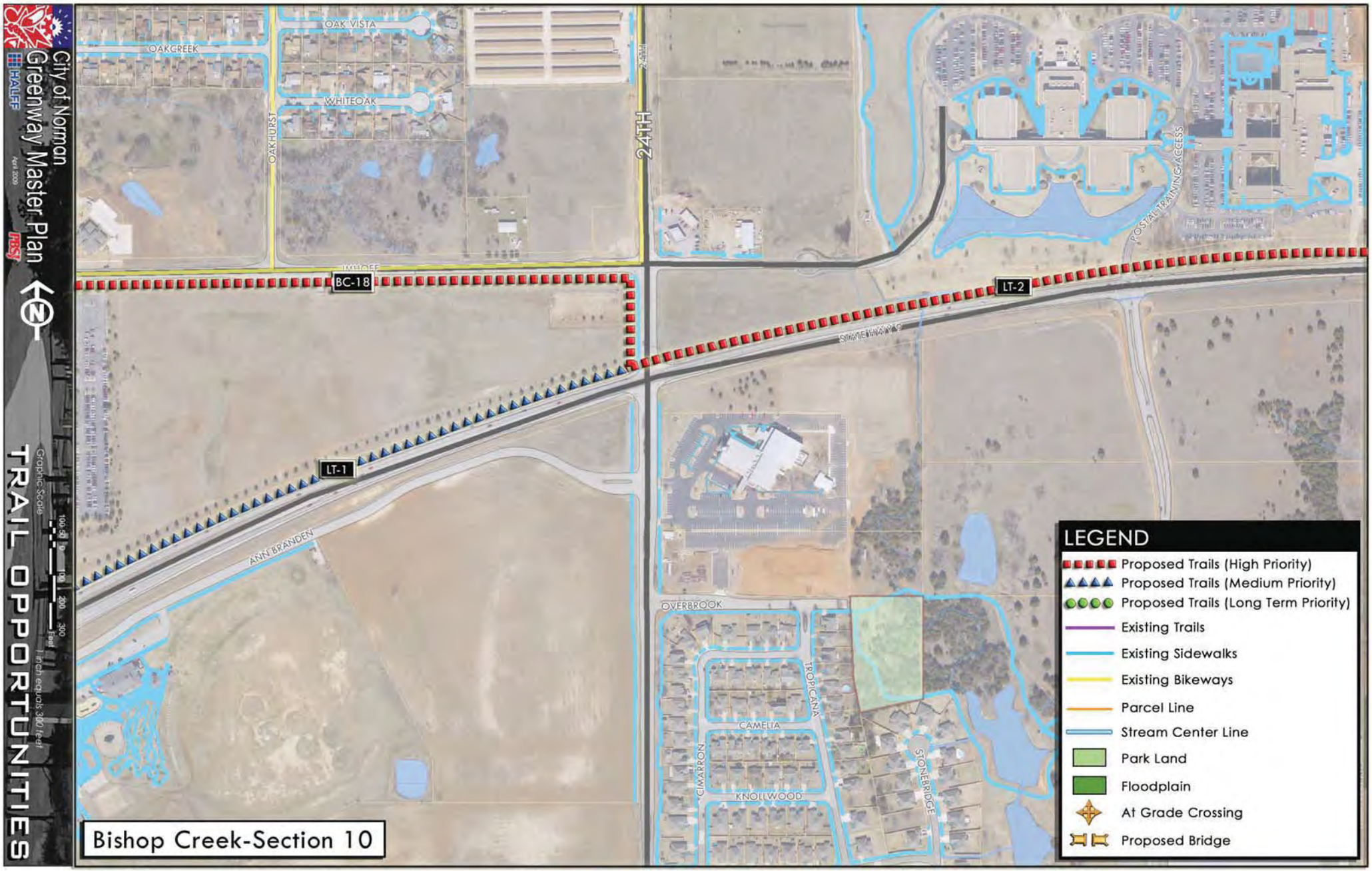
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Bishop Creek-Section 9
BC-16
BC-18
LT-1
CR-11
FOSTER
CLASSEN
BNSF
OAKSIDE
OAKCREEK
HITACHI ACCESS
STATE HWY 9 WB ON RAMP
STATE HWY 9 WB OFF RAMP
STATE HWY 9 EB OFF RAMP
STATE HWY 9 EB ON RAMP
ANN BRANDEN


City of Norman
Greenway Master Plan
HALFF
April 2009
TRAIL OPPORTUNITIES
Graphic Scale
100 50 0 100 200 300 Feet
1 inch equals 300 feet
Bishop Creek-Section 10
OAKCREEK
OAK VISTA
WHITEOAK
OAKHURST
24TH
IMHOFF
BC-18
LT-1
LT-2
STATE HWY 9
POSTAL TRAINING ACCESS
ANN BRANDEN
OVERBROOK
TROPICANA
CAMELIA
CIMARRON
KNOLLWOOD
STONEBRIDGE
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge

LITTLE RIVER

LITTLE RIVER CORRIDOR

Location: Located in NC sector of the City
From: W 24th Ave.
To: Lake Thunderbird.

Surrounding Corridors: Tributary G to Little River, Brookhaven Creek, Merkle Creek, Woodcrest Creek and Lake Thunderbird

Size: 8 Sq. Miles – 5,704 Acres (Approximately: W 24th to Lake Thunderbird and Indian Hill Rd. to Rock Creek Rd.)

Major Transportation/Roads:
E/W: Indian Hill – Franklin Rd. – Tecumseh Rd. – Rock Creek Rd.
N/S: Porter Ave. – W 24th Ave. through E 84th Ave.

Major Area Corridor(s):
Little River Creek runs predominantly West to East. The creek does have some potential for Greenway Trails along the corridor, but some areas of the Corridor will need to be utilized with Parkway Trails.
Proposed Legacy Trail has potential to be a major connection.

Minor Area Sub-corridor(s):
Robinson St. has an existing Trail which runs from W 24th Ave. to W 12th St.
Local Streets have some potential opportunities for parkway connections with the addition of sidewalks.

Land Use Context: Much of this corridor is undeveloped; the predominant land use is Low Density Residential. Future Single Family Residential will occur in this area. Agriculture land is prevalent in this corridor as well.

Key Destinations: No Schools are located within Corridor area, but other local schools are located within the surrounding Corridors. No Parks are located within study area. Future Land use developments will create new destinations in this area.

Key Opportunities:
Opportunities along Street Corridors: The possibility of Parkway Street Trails located along the Arterial streets such as Tecumseh can help connect with key destinations in the surrounding areas.

Opportunities along Creek Corridors: A majority of the Little River Corridor is undeveloped agriculture land which has opportunities for acquisition by the city for public Greenway space along the Creek Corridor. This Greenway Trail could lead users from the proposed Legacy Trail out to Lake Thunderbird. This has the potential to be a signature facility in Norman.

Sensitive Areas: Flood prone areas along creek and agriculture lands.

Potential Drainage Improvements: Bank stabiliation will be required along portions of Little River Corridor.

Suitability Analysis: Little River Corridor

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS				
Corridor Name: Little River Corridor Description: From Ruby Grant Park to Woodcrest Creek; Location of path to be determined after further study			Corridor Score**:	4
Selection Criteria		Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each schools or park, 1 pts. for other features up to maximum number of points)	# of Elements* and Description of Elements	30%	30	9
Schools	0		6	0
Trail-to-Trail	3		6	3
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	2		5	5
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 2% public ownership of total acreage along the corridor, up to 13 pts. max.) (or)			15	0
Other Public or Semi-public Entity Owned (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	13
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	15
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)	Crossing IH 35		-5	-5
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	69

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

Prioritization Analysis: Little River Corridor

City of Norman
Greenway Master Plan

Greenway Corridor Prioritization: Main St. Corridor

Number	Corridor	Length (L.F)	Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Total Score Maximum Score = 30	Priority Category 21 to 30 = High 11 to 20 = Medium 0 to 11 = Long Term
LR 1-3	Little River Corridor - E. 12th St. to Lake Thunderbird		4	2	2	3	3	2	3	19	Medium
			4	2	2	3	3	2	3	19	Medium

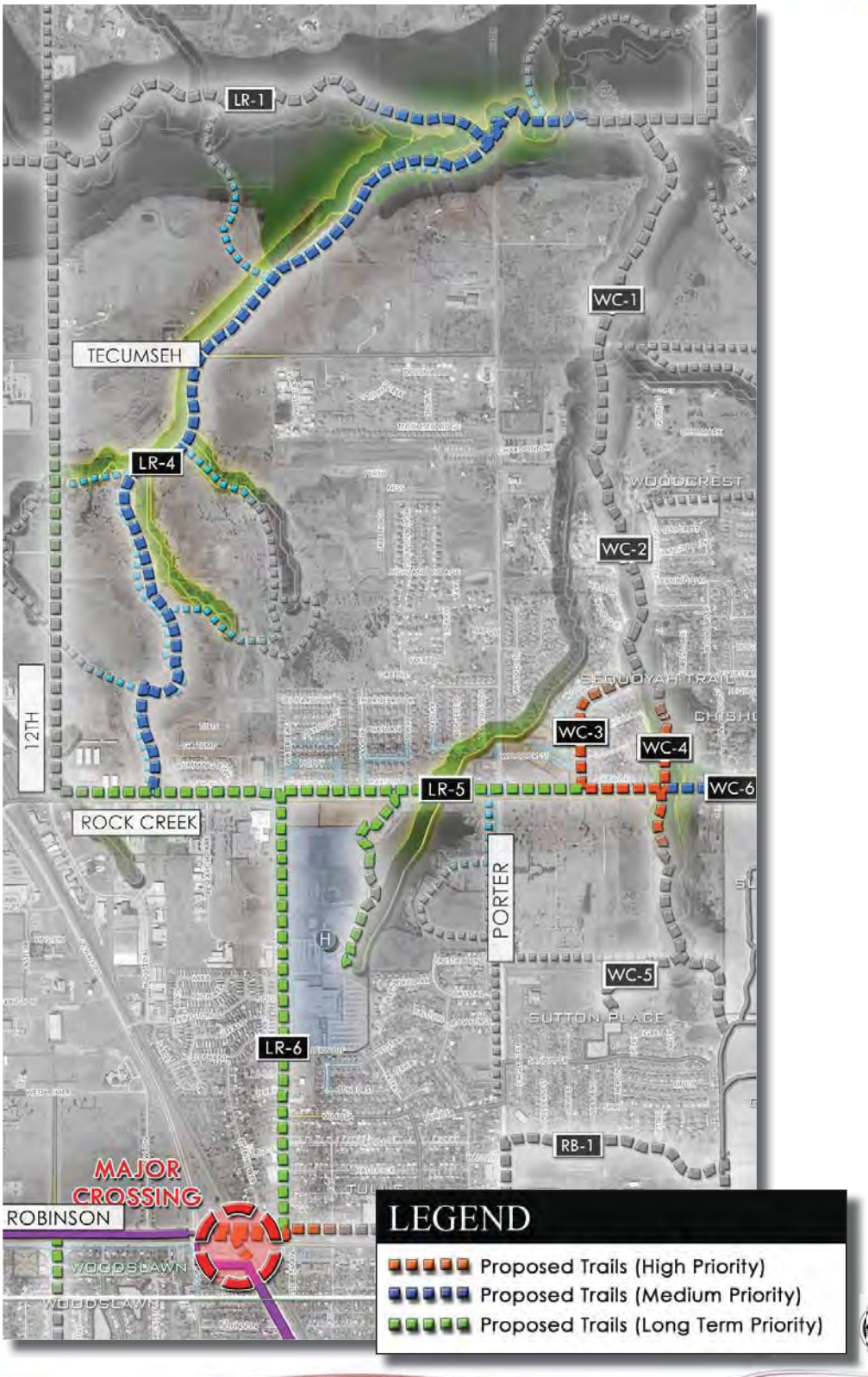
Urban Greenway System: Little River Key Recommendations

This greenway recommendation runs from W. 12th Ave. to Woodcrest Creek. This proposed area will be a great opportunity for a scenic greenway to connect users from western Norman to north central Norman. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan
Little River (Urban Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Little River	LR-4	Little River	Rock Creek Rd	Greenway along drainage corridor, Connects Legacy trail to Little River	11,100	$1,900,000	2020-2030
Little River	LR-5	W 12th Ave.	Woodcrest Creek	Greenway along Rock Creek Rd., Connects Little River and Sutton Wilderness	5,100	$930,000	2015-2025
Little River	LR-6	Rock Creek Rd.	Robinson	Greenway along Stubbman Rd., Connects Little River,Sutton Wilderness and Legacy trail	5,200	$980,000	2010-2020
				Estimated Total	21,400 4 Miles	$3,810,000	

Little River Key Urban Recommendations

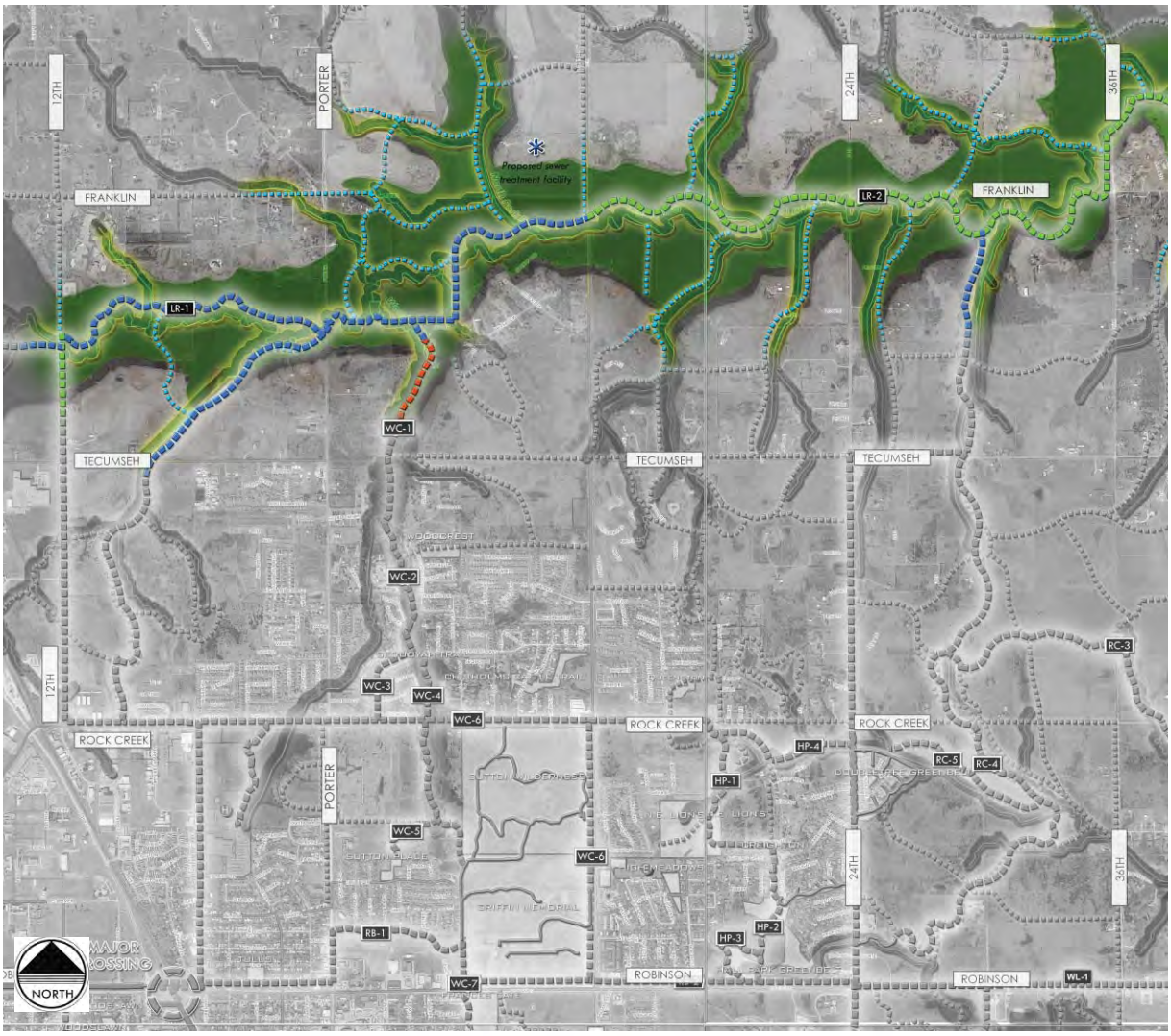


Scenic Rural Greenway System: Little River to Lake Thunderbird

This greenway corridor is proposed to run from East to West along Little River in northern Norman. This greenway will preserve open space for public and drainage uses. The greenway is also proposed to include a crushed material scenic trail to Lake Thunderbird. This is a great opportunity for recreation and educational uses for the citizens of Norman. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan
Little River to Lake (Scenic Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Little River	LR-1	W. 12th Ave.	E. 12th Ave.	Greenway along Little River Corridor, connects to Lake Thunderbird (Natural Surface Trail)	14,400	$1,100,000	2010-2020
Little River	LR-2	E. 12th Ave.	E. 36th Ave.	Greenway along Little River Corridor, connects to Lake Thunderbird (Natural Surface Trail)	13,200	$990,000	2015-2025
Little River	LR-3	E. 36th Ave.	Lake Thunderbird	Greenway along Little River Corridor, connects to Lake Thunderbird (Natural Surface Trail)	40,400	$3,000,000	2020-2040
				Estimated Total	**68,000 13 Miles**	**$5,090,000**	



LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
FRANKLIN
48TH
E 60TH AVE
E 72TH AVE
E 84TH AVE
LR-3
TECUMSEH
RC-2
ROCK CREEK
48TH
ROBINSON
WL-2
WL-3
WL-4

LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Little River
LR-1
LR-1
TG-3
12TH AVE.
Little River - Section 1
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
Graphic Scale
100 50 0 100 200 300
Feet
1 inch equals 300 feet
TRAIL OPPORTUNITIES

LEGEND
Proposed Trails (High Priortiy)
Proposed Trails (Medium Priortiy)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
LITTLE RIVER
RIVERVIEW
8TH
8TH AVE
Woodcrest C
WC-1
LR-1
Little River
PORTER
PORTER
PORTER
LR-4
Little River - Section 2
City of Norman
Greenway Master Plan
HALFF
April 2009
PBSJ
Graphic Scale
100 50 0 100 200 300
Feet
1 inch equals 300 feet
TRAIL OPPORTUNITIES

ROCK CREEK/HALL PARK

ROCK CREEK/HALL PARK

Location: Located in Central sector of the City
From: Rock Creek Rd.
To: Alameda St.

Surrounding Corridors: Woodcrest Creek, Bishop Creek, Dave Blue, Little River, and Lake Thunderbird

Size: 7 Sq. Miles – 4,283 Acres (Approximately: E 24th Ave. to E 60th Ave. and Rock Creek Rd. to Alameda St.)

Major Transportation/Roads:
E/W: Robinson – Rock Creek Rd. - Alameda
N/S: E 24th Ave. – E 36th Ave. – E 48th Ave. – E 60th Ave.

Major Area Corridor(s):
Rock Creek runs predominantly East and West. The creek does have potential for great scenic greenway corridors, which would have uses for the public and drainage improvements. Future development in this area will also provide opportunities for greenway developments.

Minor Area Sub-corridor(s):
Robinson Street Is the major arterial street connector. Local Streets have great opportunities for parkway connections with Schools, Parks and Major Retail land uses.

Land Use Context: Much of this corridor is undeveloped; the predominant future land use will be Rural Residential development. The corridor area also includes Parkland, High Density Residential, and Institutional.

Key Destinations: No Schools are located within Corridor area, but other local schools are located within the surrounding Corridors. Eight Parks are located within study area. This corridor has the potential to connect the Doubletree Greenbelt and the Hall Park Greenbelt systems to Lake Thunderbird and to the west the more urbanized area of Norman.

Key Opportunities: Opportunities along Street Corridors: Local Streets can be used when needed to connect with Schools, existing parks, and open spaces.
Opportunities along Creek Corridors: Most of the Drainage corridors for Rock Creek have yet to be developed; these areas are excellent opportunities to preserve spaces for Greenways. This corridor has the opportunity to be a scenic greenway and add great value to the city of Norman. The Hall Park and Double Tree communities are located within this corridor. A key opportunity is to connect the urban core of the city and these developments through greenways. This corridor is one of the most aesthetically visual areas in Norman. The greenway could be connected with the urban areas with greenways along Robinson. It also connects with the proposed raw water line trail and the Little River greenway, which both connect to Lake Thunderbird.

Sensitive Areas: Existing developed areas along the creek corridor

Suitability Analysis: Rock Creek Corridor

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Rock Creek (RC-1) — Corridor Score**: 4
Corridor Description: From Robinson to Royal Oaks Park, along creek corridor; Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	7
Schools	0		6	0
Trail-to-Trail	1		6	3
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	1		5	2
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 2% public ownership of total acreage along the corridor, up to 13 pts. max.) (or)			15	0
Other Public or Semi-public Entity Owned (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	4
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	71

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Rock Creek (RC-2) — Corridor Score**: 4
Corridor Description: From Robinson to Lake Thunderbird, along creek corridor; Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	9
Schools	0		6	0
Trail-to-Trail	1		6	4
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 2% public ownership of total acreage along the corridor, up to 13 pts. max.) (or)			15	0
Other Public or Semi-public Entity Owned (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	73

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Rock Creek (RC-3) — Corridor Score**: 4
Corridor Description: From Proposed RC-4 to Rock Creek Tributary D, along creek corridor; Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	4
Schools	0		6	0
Trail-to-Trail	1		6	3
Connection to OU	0		5	0
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	1		5	2
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 2% public ownership of total acreage along the corridor, up to 13 pts. max.) (or)			15	0
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	69

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Rock Creek (RC-4) — Corridor Score**: 4
Corridor Description: From Little River to E. 24th Ave., along creek corridor; Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	9
Schools	0		6	0
Trail-to-Trail	1		6	4
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 2% public ownership of total acreage along the corridor, up to 13 pts. max.) (or)			15	0
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	73

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

Prioritization Analysis: Rock Creek Corridor

City of Norman
Greenway Master Plan

Greenway Corridor Prioritization: Rock Creek

Number	Corridor		Prioritization Criteria							Total Score	Priority Category
		Length (L.F)	Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Maximum Score = 30	21 to 30 = High 11 to 20 = Medium 0 to 11 = Long Term
RC-1	Rock Creek - Segment 1	3300	4	4	3	3	2	1	2	19	Medium
RC-2	Rock Creek - Segment 2	24700	4	5	3	3	2	1	2	20	Medium
RC-3	Rock Creek - Segment 3	9426	4	2	2	3	3	1	2	17	Medium
RC 4-5	Rock Creek - Segments 4-5	23000	4	4	3	3	3	1	R	18	Medium
		60426	4.0	3.8	2.8	3.0	2.5	1.0	2.0	19.0	Medium

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Rock Creek (RC-5) — Corridor Score**: 4
Corridor Description: From Double Tree Greenbelt to RC-4, along creek corridor; Location of path to be determined after further study

Selection Criterion		Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)	# of Elements* and Description of Elements	30%	30	9
Schools	0		6	0
Trail-to-Trail	1		6	4
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 10 pts. max.) (or)			15	5
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	9
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	73

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 ... 4, over 40 = 3, over 20 = 2, 20 or less = 1

Suitability Analysis: Hall Park Corridor

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS

Corridor Name: Hall Park (HP 1 and 4) — Corridor Score**: 4

Corridor Description: From N.E. Lions Park to E. 24th Ave., along creek corridor; Location of path to be determined after further study

Selection Criteria	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (7 pts. For each schools or parks, 1 pt. for other features up to maximum number of points)		30%	30	9
Schools	1		6	2
Trail-to-Trail	2		6	2
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	0		7	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 2% public ownership of total acreage along the corridor, up to 13 pts. max.) (or)			15	0
Other Public or Semi-public Entity Owned. (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	73

* Number of elements within 600 ft. radius

** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS

Corridor Name: Hall Park (HP 2-3) — Corridor Score**: 4

Corridor Description: From Hall Park to Robinson, through Hall Park development; Location of path to be determined after further study

Selection Criteria	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (7 pts. For each schools or parks, 1 pt. for other features up to maximum number of points)		30%	30	12
Schools	1		6	2
Trail-to-Trail	2		6	4
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	1
Connection to Park(s) & Other City Amenities	4		5	5
Major Retail Center	0		7	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	10
City Owned (1 point for every 2% public ownership of total acreage along the corridor, up to 13 pts. max.) (or)			15	0
Other Public or Semi-public Entity Owned. (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	10
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	19
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	4
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	76

* Number of elements within 600 ft. radius

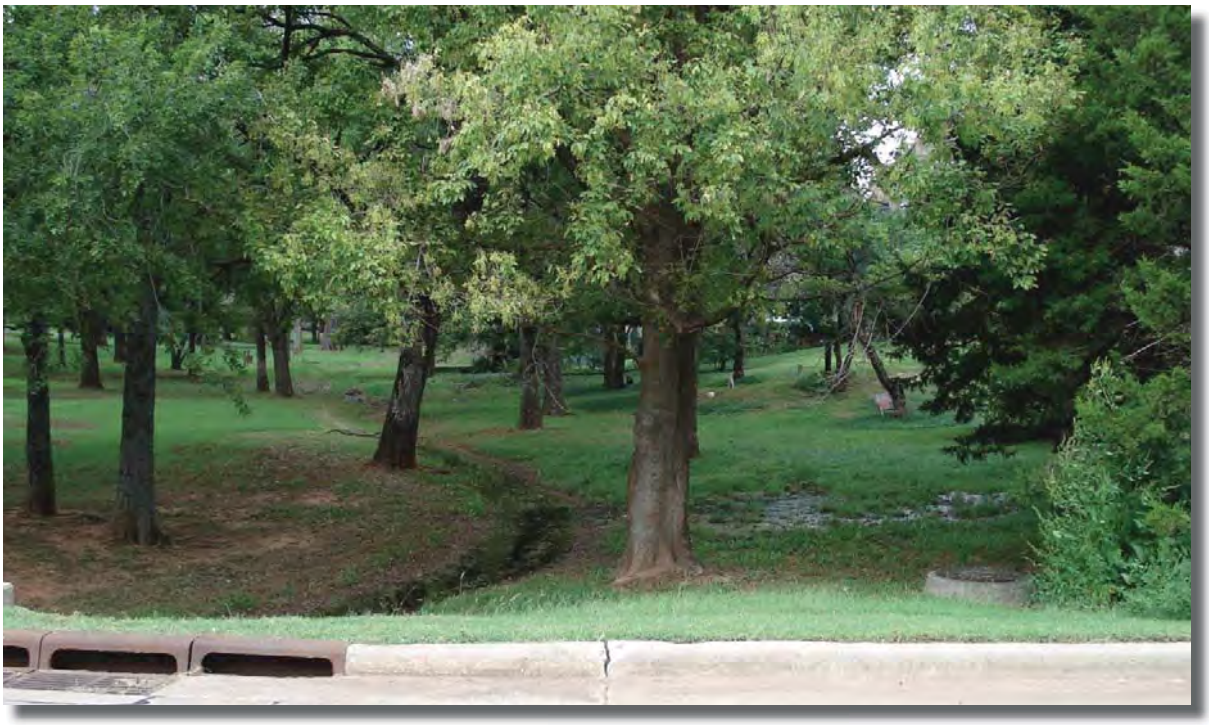
** Score ranges as follows: over 80 = 5, over 60 = 4, over 40 = 3, over 20 = 2, 20 or less = 1

Prioritization Analysis: Hall Park Corridor

City of Norman
Greenway Master Plan

Greenway Corridor Prioritization: Hall Park

Number	Corridor	Length (L.F)	Prioritization Criteria: Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Total Score: Maximum Score = 30	Priority Category: 21 to 30 = High, 11 to 20 = Medium, 0 to 11 = Long Term
HP 1&4	Rock Creek - Segment 1	10700	4	4	5	3	3	1	2	22	High
HP 2-3	Rock Creek - Segment 2	3700	4	4	5	3	3	1	3	23	High
		14400	4.0	4.0	5.0	3.0	3.0	1.0	2.5	22.5	High

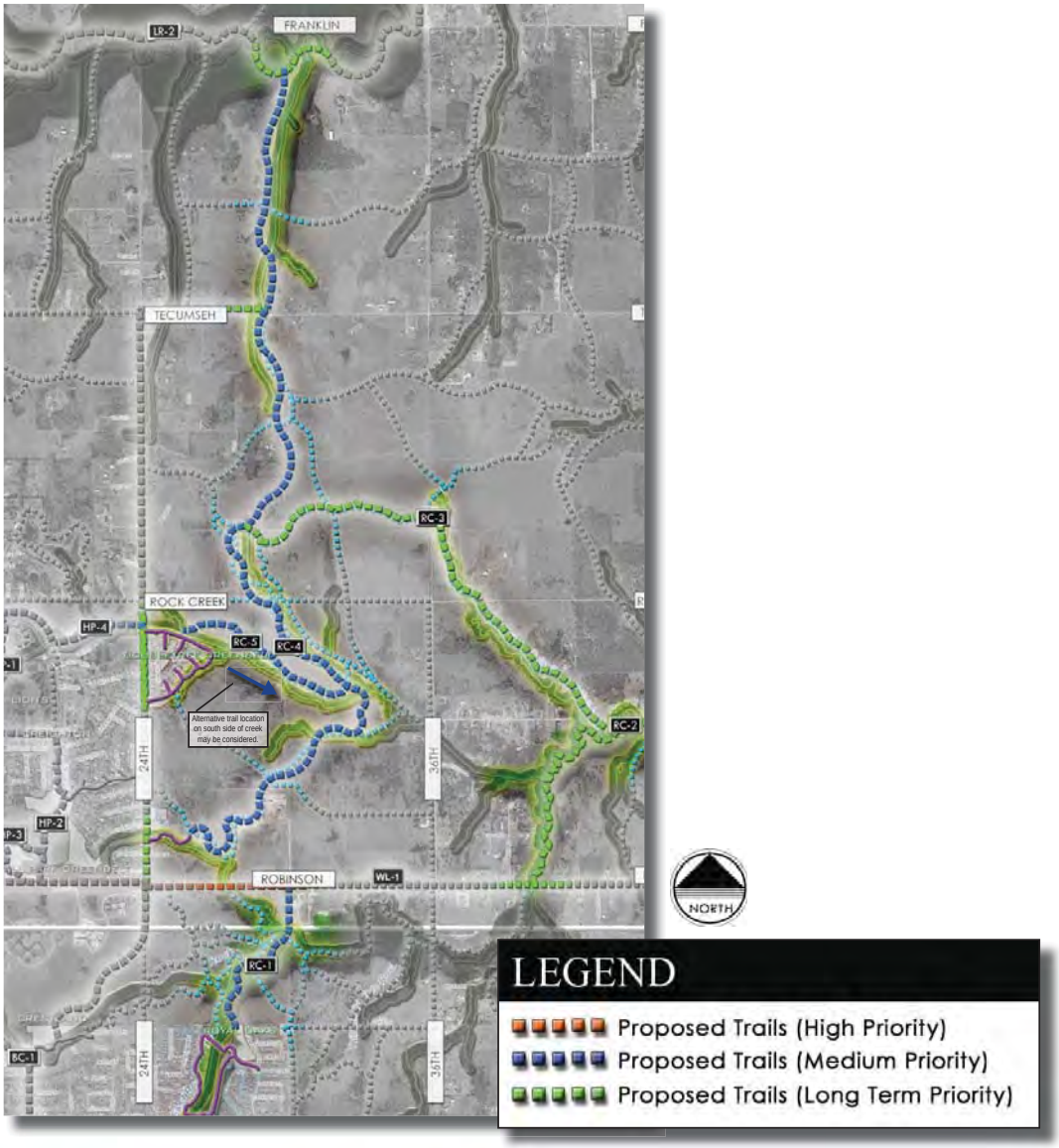


Urban Greenway System: Rock Creek and Hall Park Key Recommendations

The Rock creek greenway will continue to grow with future development. The key recommendations for this corridor will connect the central urban greenways to the potential scenic rural greenway corridors. Improvements to the Hall Park greenway are included in these recommendations. These improvements will connect to the Sutton Wilderness and to downtown Norman. The estimated cost for these greenway improvements is shown below (see chart).

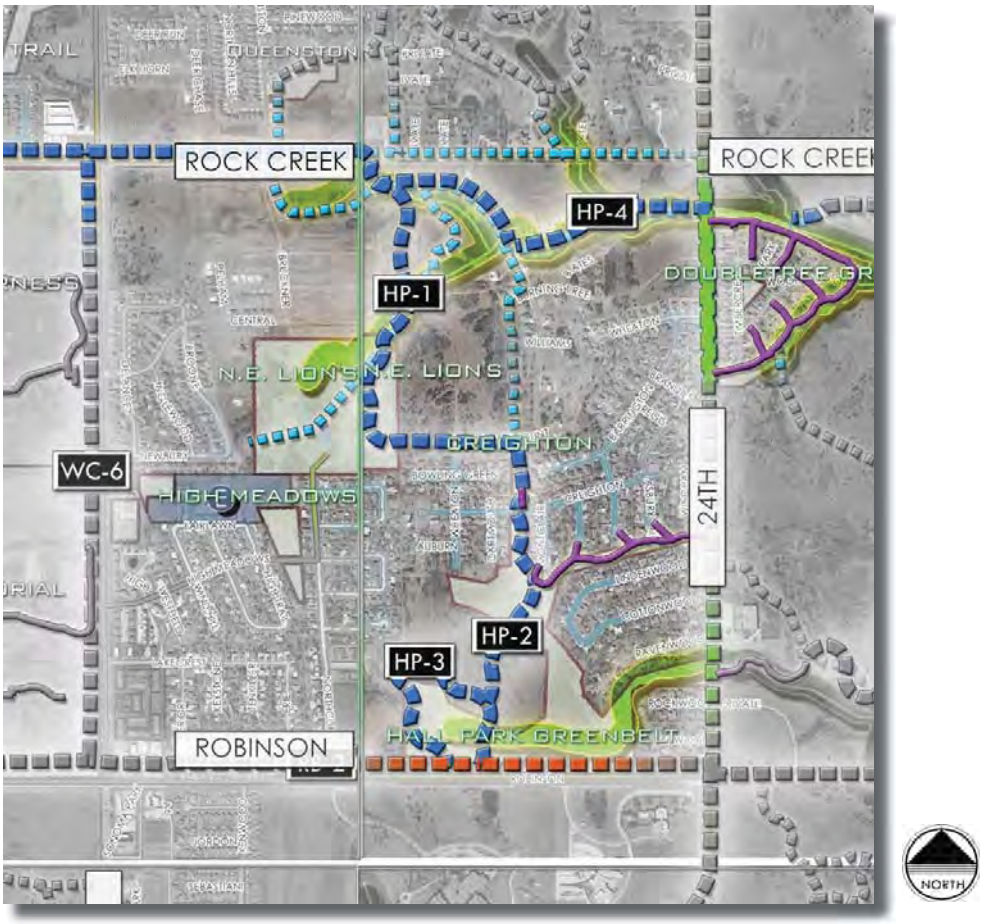
Norman Greenway Implementation Action Plan
Rock Creek (Urban Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Rock Creek	RC-1	Robinson	Little River	Greenway along Rock Corridor, connects to Lake Thunderbird (Natural Surface Trail)	3,300	$350,000	2010-2030
Rock Creek	RC-4	Little River	Hall Park	Greenway along Rock Creek Corridor (Natural Surface Trail)	19,500	$1,700,000	2020-2040
Rock Creek	RC-5	Double Tree Greenbelt	Proposed Greenway	Greenway along Rock Creek Corridor, (Natural Surface Trail)	3,600	$400,000	2015-2025
				Estimated Total	**23,100 4 Miles**	**$2,100,000**	



Norman Greenway Implementation Action Plan
Hall Park (Urban Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Rock Creek	**HP-1**	W. 12th Ave.	Hall Park	Greenway within Hall Park Greenway	7,600	$1,300,000	2015-2025
Rock Creek	**HP-2**	Hall Park	Hall Park	Greenway within Hall Park Greenway	1,200	$260,000	2015-2025
Rock Creek	**HP-3**	Hall Park	Robinson	Greenway within Hall Park Greenway, connects to proposed Robinson greenway	2,500	$510,000	2015-2025
Rock Creek	**HP-4**	Rock Creek Rd.	E. 24th Ave.	Greenway within Hall Park Greenway, connects to proposed Robinson greenway	3,100	$620,000	2015-2025
				Estimated Total	**14,400 3 Miles**	**$2,690,000**	

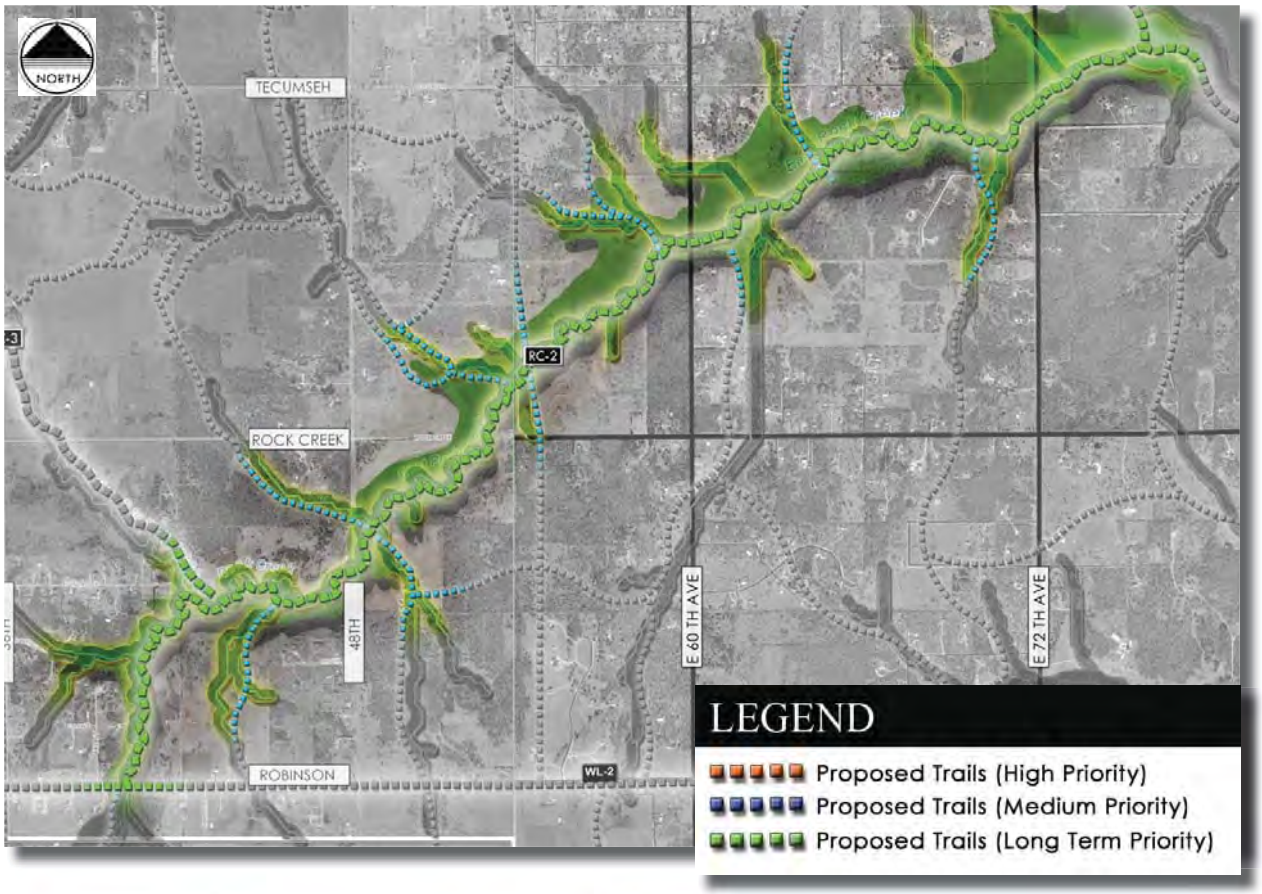


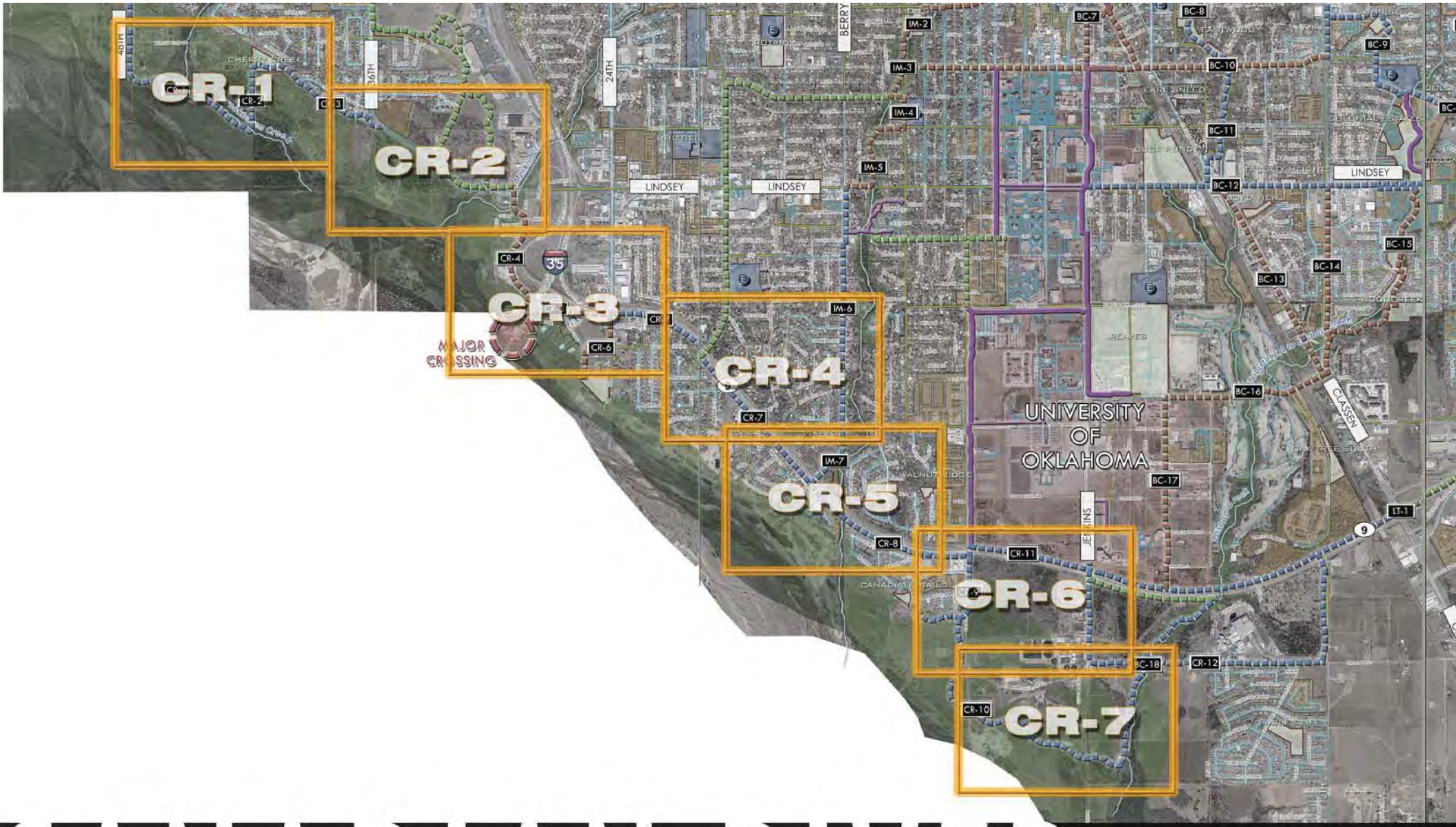
Scenic Rural Greenway System: Rock Creek

The recommendations for this corridor will be a continuous greenway from Little River to the proposed Waterline Greenway along Rock Creek. This greenway also has the opportunity for trail to be located within the greenway along Rock Creek. The scenic trail will be constructed with crushed materials. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan
Rock Creek (Scenic Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Rock Creek	RC-2	Creek Tributary	Rock Creek	Greenway along Rock Corridor, connects to Lake Thunderbird (Natural Surface Trail)	24,700	$3,000,000	2010-2030
Rock Creek	RC-3	Robinson	Little River	Greenway along Rock Corridor, connects to Lake Thunderbird (Natural Surface Trail)	9,400	$1,500,000	2010-2030
				Estimated Total	34,100 6 Miles	$1,500,000	





CANADIAN RIVER

CANADIAN RIVER CORRIDOR

Creek Corridor Analysis

Location: Located in Southern sector of the City
From: Western City Limits of City.
To: Canadian Trails Park

Surrounding Corridors: Ten Mile Flat, Brookhaven, Merkel, Imhoff

Size: 3.5 Sq. Miles – 2,100 Acres

Major Transportation/Roads:
E/W: – Lindsey St. and State Hwy. 9
N/S: W. 36th St. – IH-35

Major Area Corridor(s):
Canadian River runs predominately west to East and is the final drainage point for many of the major corridors in Norman.

Minor Area Sub-corridor(s):
State Hwy. 9 is the major arterial street connector.
This area has great potential for natural scenic trails to meander though-out this corridor.

Land Use Context: Much of this corridor is undeveloped. The conditions in most of this corridor make it difficult for development. This is an environmentally sensitive zone.

Key Destinations: No Schools are located within Corridor area, but other local schools are located within the surrounding Corridors.

Key Opportunities:
Nature Trails: Nature Trails would be a great opportunity for wildlife observation and scenic trails. The opportunity for education uses is an opportunity as well for groups of all ages to see what different types of environments are located within the greenway.

Sensitive Areas: If any greenways are located in this area the design will need to take into consideration the surrounding natural environment.

Potential Canadian River Greenway

Suitability Analysis: Canadian River Corridor

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Canadian River Trail (Segments 1-3) — Corridor Score**: 4
Corridor Description: From W 48th Ave. to Lindsey along Canadian River Corridor. Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each schools or parks, 1 pt. for other features up to maximum number of points)		30%	30	6
Schools	0		6	0
Trail-to-Trail	1		6	2
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	1		5	2
Major Retail Center	0		2	0
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	5
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	5
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	-1
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	66

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 ... 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Canadian River Trail (Segments 4-6) — Corridor Score**: 4
Corridor Description: From Lindsey to Adkin's Crossing Park along Canadian River Corridor. Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each schools or parks, 1 pt. for other features up to maximum number of points)		30%	30	5
Schools	0		6	0
Trail-to-Trail	0		6	0
Connection to OU	0		5	0
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	1		5	2
Major Retail Center	1		2	1
Significant Employer(s)	0		2	0
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	15
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	15
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	8
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	2
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	75

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 ... 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Canadian River Trail (Segments 7-8) — Corridor Score**: 4
Corridor Description: From W. 24th Ave. to Chautauqua along Canadian River Corridor. Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each schools or parks, 1 pt. for other features up to maximum number of points)		30%	30	15
Schools	1		6	2
Trail-to-Trail	1		6	3
Connection to OU	1		5	3
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	0		2	0
Significant Employer(s)	1		2	1
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	15
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	12
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	7
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	14
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	2
Existing Wetlands or other unique natural or urban features			5	2
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	76

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 ... 4, over 40 = 3, over 20 = 2, 20 or less = 1

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Canadian River Trail (Segments 9,10,12) — Corridor Score**: 4
Corridor Description: From Canadian Trail Park to State Hwy. 9 along Canadian River Corridor. Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each schools or parks, 1 pt. for other features up to maximum number of points)		30%	30	13
Schools	0		6	0
Trail-to-Trail	1		6	2
Connection to OU	1		5	3
Connection to Major City Destinations	1		4	2
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	0		2	0
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	8
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	8
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	13
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	10
Adequate buffering from adjacent residential properties			5	3
Existing Physical Characteristics		20%	20	20
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	10
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	0
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	5
Existing Wetlands or other unique natural or urban features			5	5
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	76

* Number of elements within 600 ft. radius
** Score ranges as follows: over 80 = 5, over 60 ... 4, over 40 = 3, over 20 = 2, 20 or less = 1

Suitability Analysis: Canadian River Corridor

CITY of NORMAN - CORRIDOR SUITABILITY EVALUATION for GREENBELT CORRIDORS
Corridor Name: Canadian River Trail (Segments 11) Corridor Score**: 4
Corridor Description: From Chautauqua to US 77 along Canadian River
Corridor. Location of path to be determined after further study

Selection Criterion	# of Elements* and Description of Elements	Importance	Total Pts. Available	Points
Potential for Increasing Connectivity (2 pts. For each school or park, 1 pt. for other features up to maximum number of points)		30%	30	14
Schools	0		6	0
Trail-to-Trail	1		6	3
Connection to OU	1		5	5
Connection to Major City Destinations	0		4	0
Connection to Park(s) & Other City Amenities	2		5	4
Major Retail Center	0		2	0
Significant Employer(s)	1		2	2
Ownership Availability		15%	15	15
City Owned (1 point for every 7% public ownership of total acreage along the corridor, up to 15 pts. max.) (or)			15	15
Other Public or Semi-public Entity Owned, (or) along floodplain corridor that cannot reasonably be developed and where access trail easement or permanent dedication to the City of Norman is feasible			10	0
Compatibility with Adjacent Land Uses		15%	15	13
Adequate corridor width for trail (min. 15' width for trail unless special conditions apply)			10	8
Adequate buffering from adjacent residential properties			5	5
Existing Physical Characteristics		20%	20	15
a) Trail corridor is in 100 year floodplain or can provide stormwater system benefits (percentage basis up to max. pts. provided) (or)			10	0
b) Along urban corridor where significant aesthetic enhancements can benefit city			10	10
Existing Vegetation/Trees (percentage basis up to max. pts. provided)			5	3
Existing Wetlands or other unique natural or urban features			5	2
Major Barrier to use of this corridor (deduct up to 5 points)			-5	0
Only location for trail is within floodway portion of the corridor (deducts points if selected)			-5	0
Level of Public Support		20%	20	20
Potential for Concern from Current Corridor Ownership (-5 pts)			(-5)	0
Citizen Support for this corridor (from citizen committees, elected officials and documented citizen meetings)			20	20
Total		100%	100	77

* Number of elements within 600 ft. radius
** Score ranges as follows: (over 80) = 5, (over 60) = 4, (over 40) = 3, (over 20) = 2, (20 or less) = 1

Prioritization Analysis: Canadian River Corridor

City of Norman
Greenway Master Plan

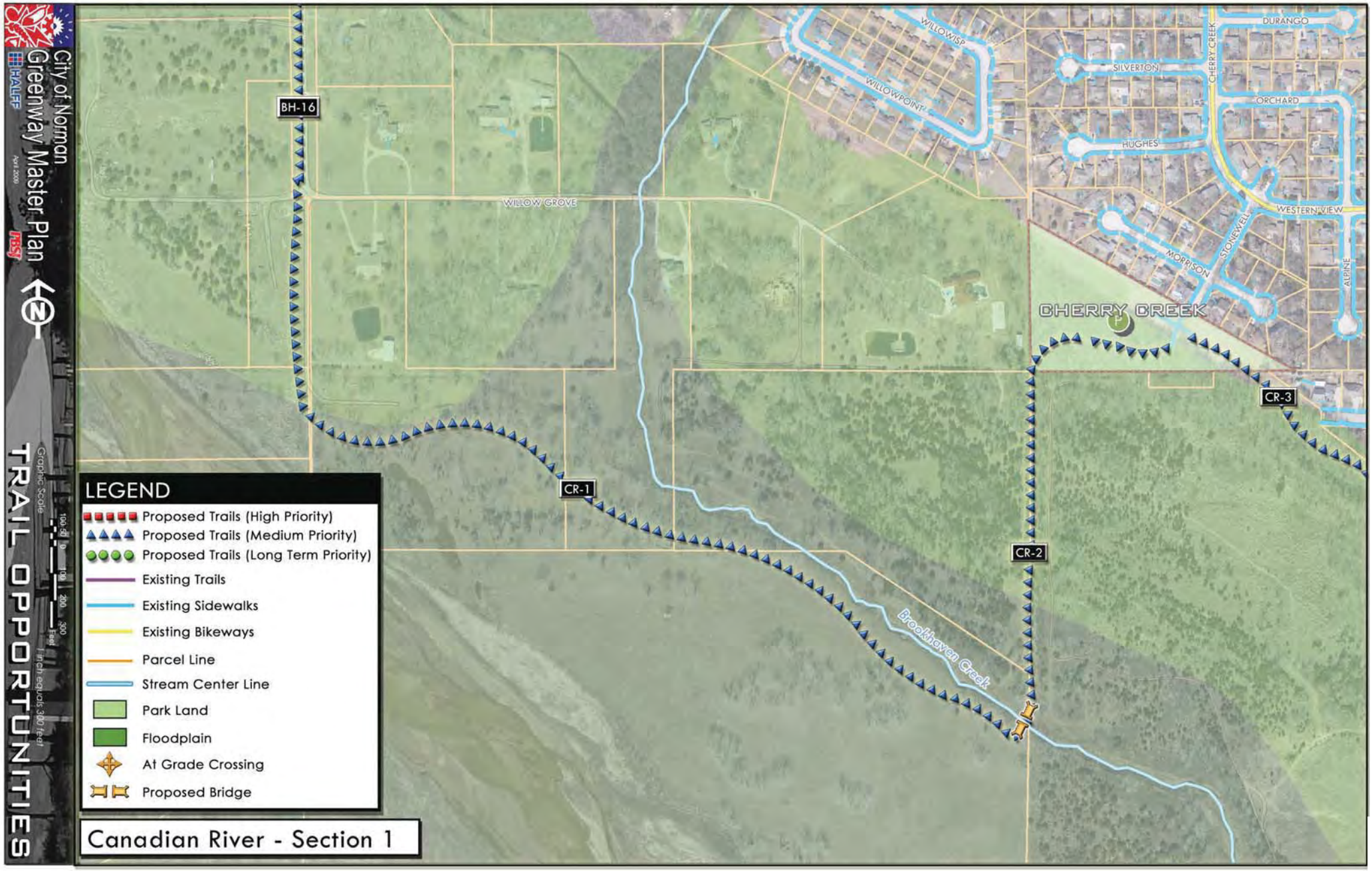
Greenway Corridor Prioritization: Canadian River Corridor

Number	Corridor	Length (L.F)	Prioritization Criteria: Suitability Evaluation Score (1 to 5)	Level of Connectivity (1 to 5)	Potential Level of Use (1= low, 5 = high)	Key Contribution to Greenway and Open Space Network (1 to 3)	Critical Opportunity (1-5)	Integration with Stormwater Plan/Facilities (1 to 3)	Level of Readiness (1 to 4)	Total Score: Maximum Score = 30	Priority Category: 21 to 30 = High 11 to 20 = Medium 0 to 11 = Long Term
CR 1-3	Canadian River Trail West Segments 1-3	8300	4	1	3	3	2	1	2	16	Medium
CR 4-6	Canadian River Trail West (Crosses under IH-35) 4-6	8700	4	4	3	3	3	1	3	21	High
CR 7-8	Canadian River Trail Central Segments 7-8	10500	4	3	3	1	2	1	2	16	Medium
CR 9-10,12	Canadian River Trail East Segments 9,10,12	18800	4	2	2	3	3	1	2	17	Medium
CR 11	Canadian River Trail East Segments 11	10100	4	2	3	1	2	1	2	15	Medium
		56400	4	2.4	2.8	2.2	2.4	1	2.2	17	Medium

Scenic Greenway System: Canadian River Key Recommendations

Norman Greenway Implementation Action Plan
Canadian River (Scenic Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Canadian	**CR-1**	W 48th Ave.	Brookhaven Creek	Greenway along Canadian River Corridor, connects Brookhaven greenway (Natural Surface Trail)	3,900	$670,000	2010-2020
Canadian	**CR-2**	Brookhaven Creek	Cherry Creek Park	Greenway along Canadian River Corridor, connects Brookhaven greenway (Natural Surface Trail)	1,600	$340,000	2020-2040
Canadian	**CR-3**	Cherry Creek Park	Lindsey Street	Greenway along Canadian River Corridor, connects Brookhaven greenway (Natural Surface Trail)	2,800	$500,000	2020-2040
Canadian	**CR-4**	Lindsey Street	IH-35	Greenway along Canadian River Corridor, connects under IH-35 to Merkle and Imhoff Greenways (Natural Surface Trail)	4,100	$760,000	2010-2020
Canadian	**CR-5**	IH-35	24th Ave.	Greenway along Canadian River Corridor, connects under IH-35 to Merkle and Imhoff Greenways (Natural Surface Trail)	2,500	$460,000	2010-2020
Canadian	**CR-6**	State Hwy 9	Adkin's Crossing Park	Greenway along Canadian River Corridor, connects under IH-35 to Merkle and Imhoff Greenways (Natural Surface Trail)	2,100	$440,000	2020-2040
Canadian	**CR-7**	24th Ave.	Berry Rd.	Greenway along Canadian River Corridor, connects under IH-35 to Merkle and Imhoff Greenways (Natural Surface Trail)	6,200	$1,100,000	2010-2020
Brookhaven	**BH-16**	Main St.	Canadian River Trail	Greenway along W 48th Ave., connects to Canadian River and Kevin Gottshall Greenway (Natural Surface Trail)	2,000	$380,000	2010-2020
				Estimated Total	**25,200 5 Miles**	**$4,650,000**	


City of Norman
Greenway Master Plan
HALFF
April 2009
TRAIL OPPORTUNITIES
Graphic Scale
100 50 0 100 200 300 Feet
1 inch equals 300 feet
LEGEND
Proposed Trails (High Priority)
Proposed Trails (Medium Priority)
Proposed Trails (Long Term Priority)
Existing Trails
Existing Sidewalks
Existing Bikeways
Parcel Line
Stream Center Line
Park Land
Floodplain
At Grade Crossing
Proposed Bridge
Canadian River - Section 1
BH-16
CR-1
CR-2
CR-3
WILLOW GROVE
WILLOWISP
WILLOWPOINT
SILVERTON
HUGHES
DURANGO
CHERRY CREEK
ORCHARD
WESTERNVIEW
STONEWELL
MORRISON
ALPINE
CHERRY CREEK
Brookhaven Creek