

LAKETRAIL SOUTH



Scenic Greenway System: Lake Trail South Key Recommendations

This greenway recommendation utilizes the State Highway 9 corridor along with the Dave Blue Greenway. This greenway would connect southern Norman to Lake Thunderbird. The potential greenway has the opportunity to be a signature greenway system that many will recognize Norman. The estimated cost for these greenway improvements is shown below (see chart).

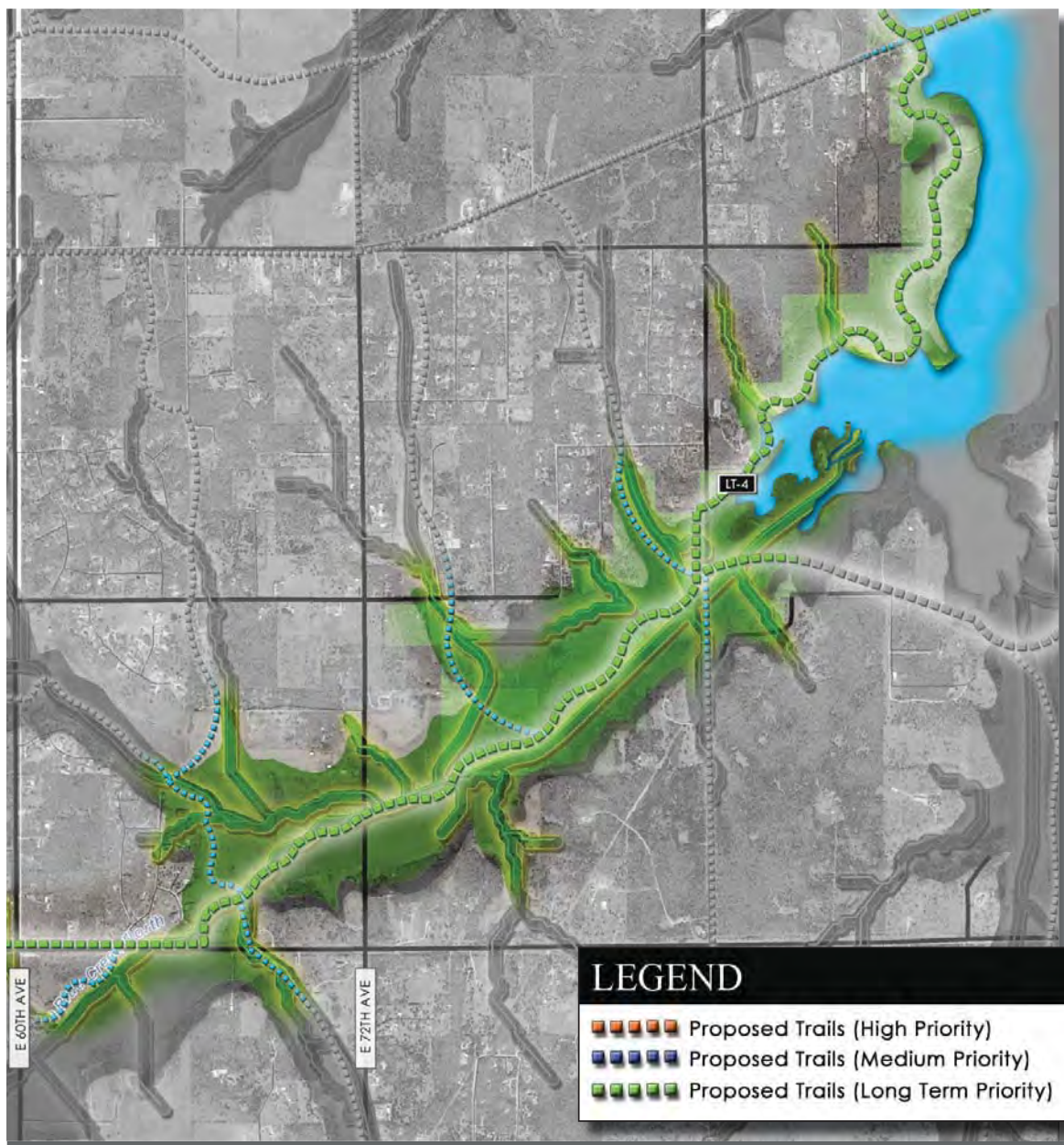




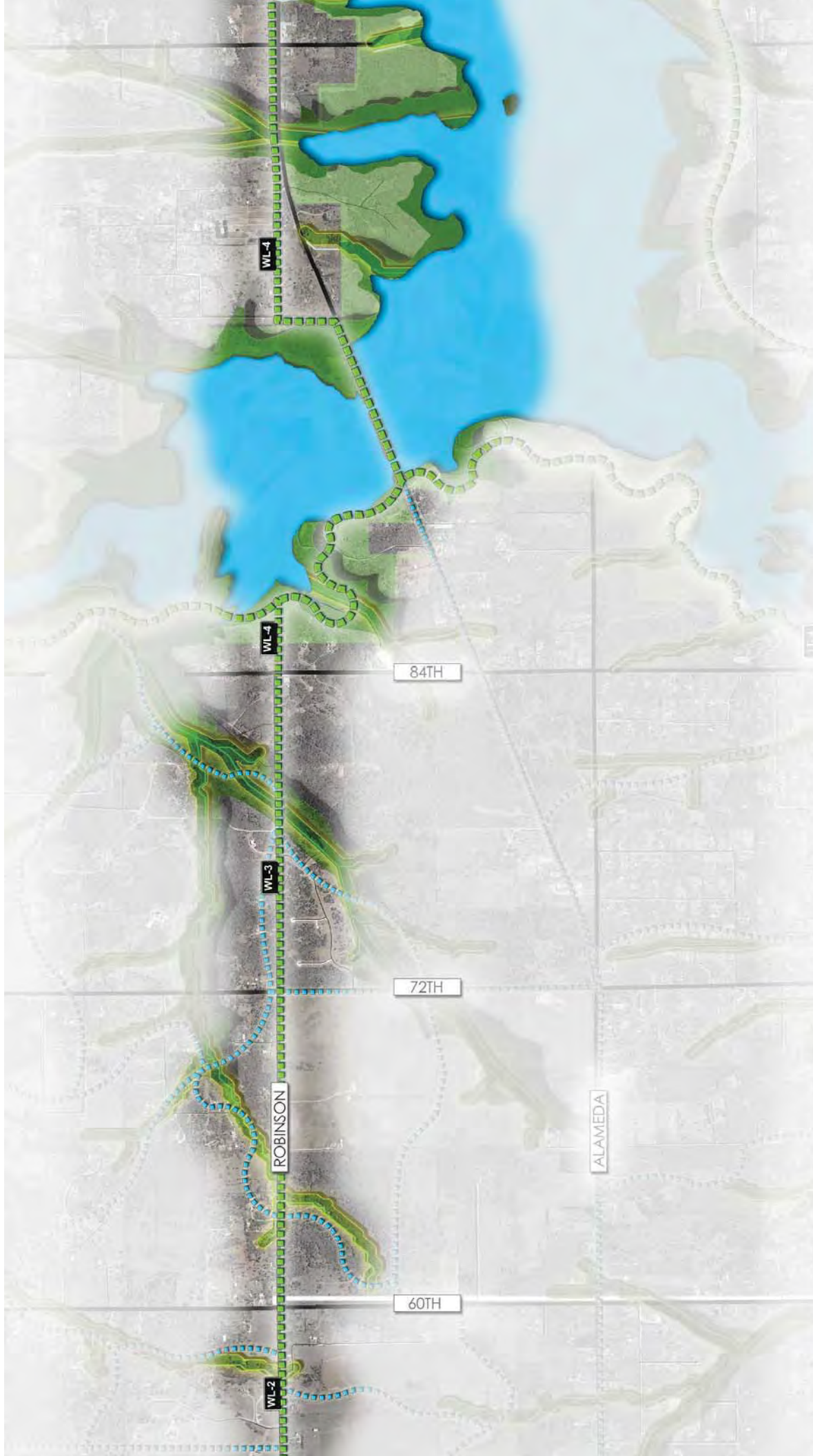
Norman Greenway Implementation Action Plan

Greenway to Lake Greenway South - State Hwy. 9 and Dave Blue Creek (Scenic Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Dave Blue	LT-2	E. 24th Ave.	E. 48th Ave.	Greenway along State Hwy 9 corridor, connects to Lake Thunderbird (Natural Surface Trail)	10,600	\$960,000	2010-2020
Dave Blue	LT-3	E. 48th Ave.	Dave Blue Creek	Greenway along State Hwy 9 corridor, connects to Lake Thunderbird (Natural Surface Trail)	8,000	\$1,255,000	2015-2025
Dave Blue	LT-4	State Hwy. 9	Alameda	Greenway along Dave Blue Creek, connects to Lake Thunderbird (Natural Surface Trail)	23,800	\$2,120,000	2020-2040
Estimated Total					42,400 8 Miles	\$4,335,000	



WATERLINE GREENWAY



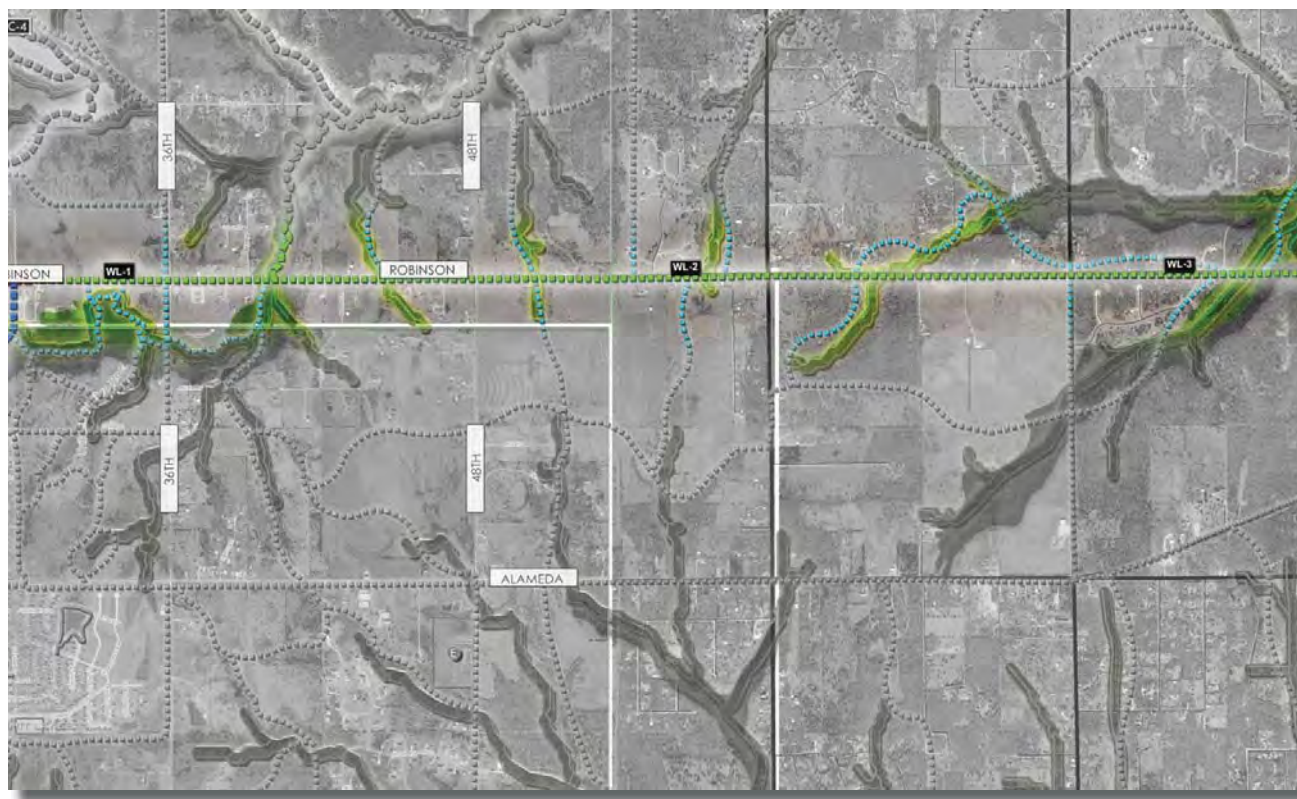


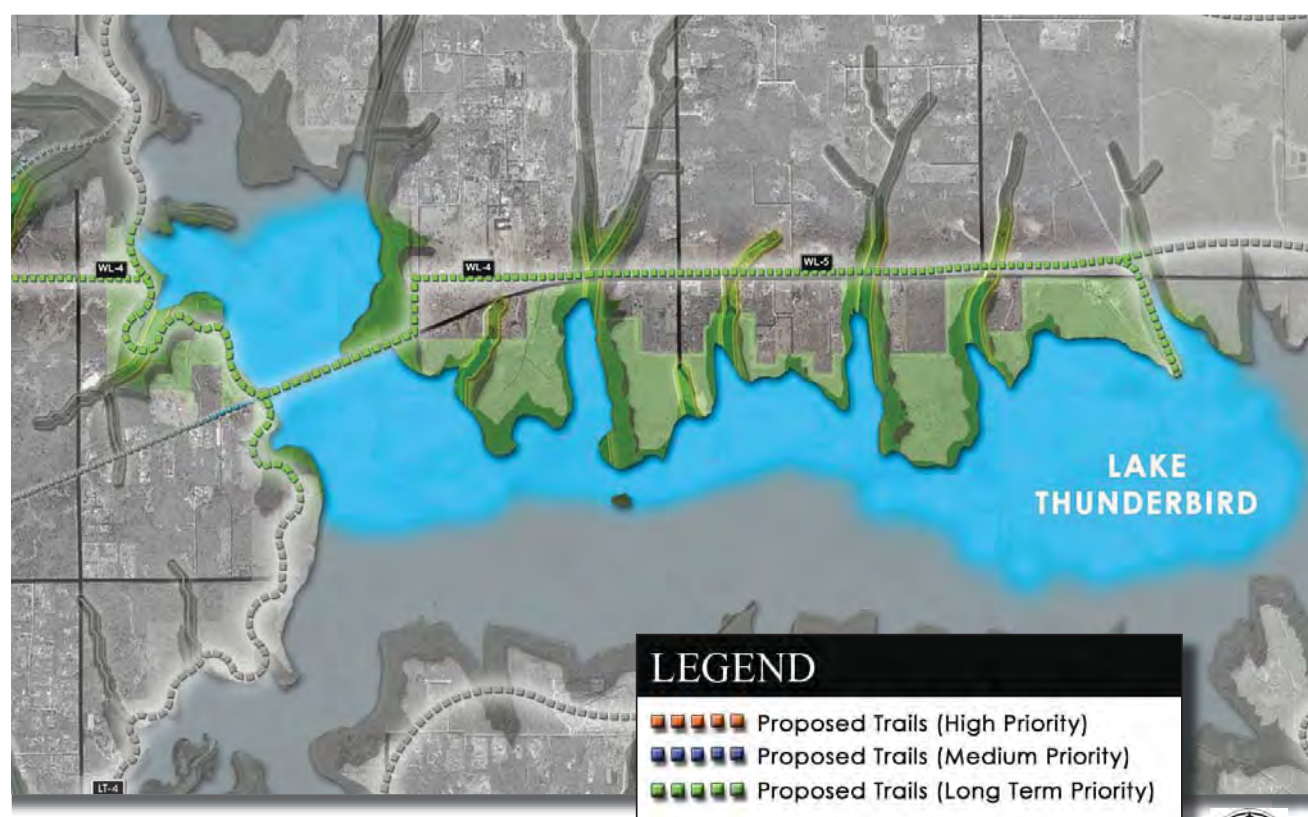
Scenic Greenway System: Water-Line Greenway Key Recommendations

The waterline greenway is an opportunity for the city to take advantage of land that is already owned by the city through a waterline easement. This greenway would run parallel to Robinson then Alameda until it reaches Lake Thunderbird. This greenway would connect central Norman to the Lake recreational area. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan Water-line (Scenic Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Waterline	WL-1	Water Treatment Plant	E 48th Ave.	Greenway along water-line easement, connects to Lake Thunderbird (Natural Surface Trail)	7,700	\$730,000	2010-2020
Waterline	WL-2	E 48th Ave.	E 60th Ave.	Greenway along water-line easement, connects to Lake Thunderbird (Natural Surface Trail)	5,200	\$550,000	2010-2020
Waterline	WL-3	E 60th Ave.	E 84th Ave.	Greenway along water-line easement, connects to Lake Thunderbird (Natural Surface Trail)	11,600	\$1,000,000	2015-2025
Waterline	WL-4	E 96th Ave.	Lake Thunderbird	Greenway along water-line easement, connects to Lake Thunderbird (Natural Surface Trail)	14,600	\$1,300,000	2015-2025
Estimated Total					39,100	\$3,580,000	7







LAKE
THUNDERBIRD

LAKE THUNDERBIRD



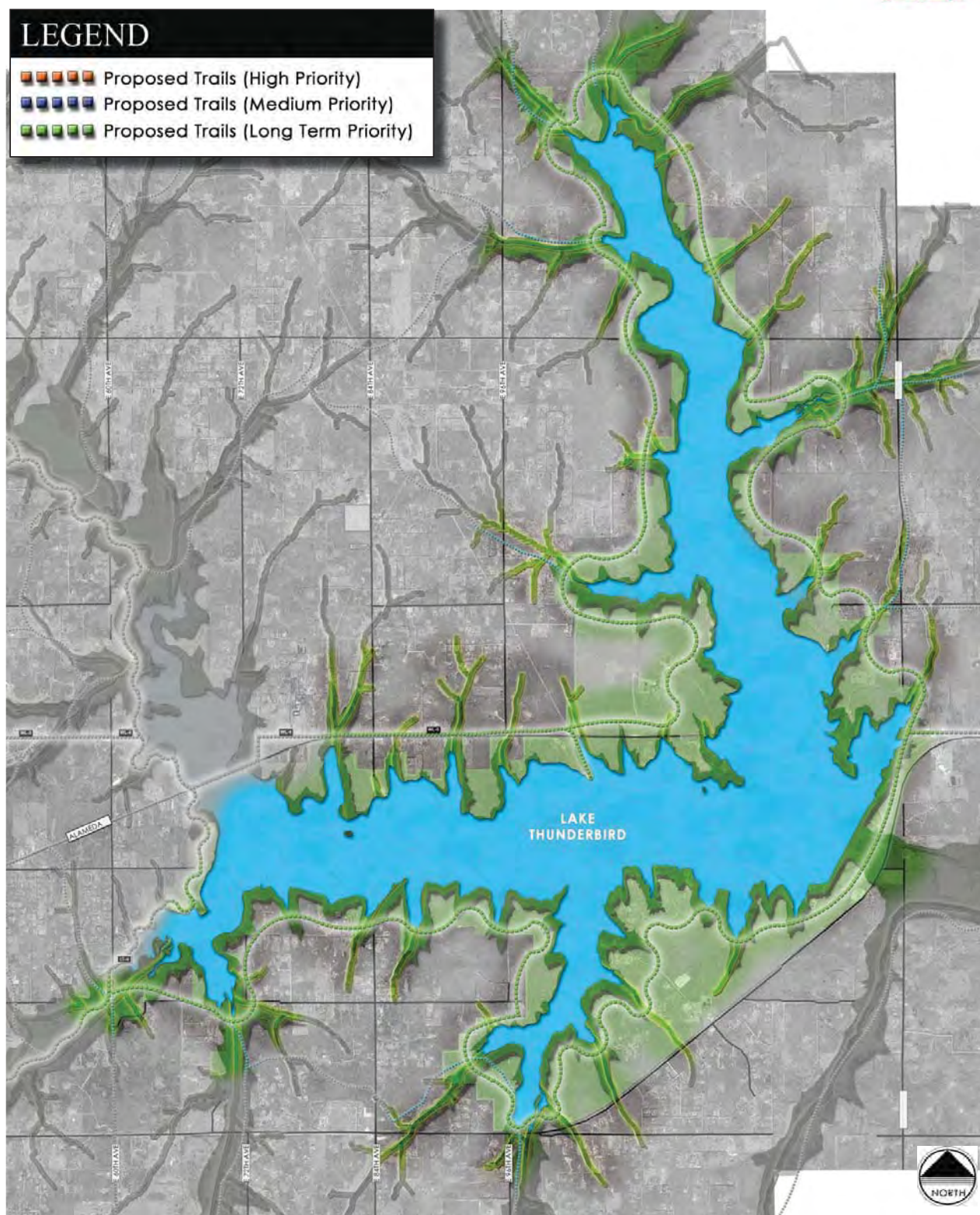
Scenic Greenway System: Lake Thunderbird Greenway Key Recommendations

The recommendations for the Lake Thunderbird area would be to create a greenway which looped around Lake Thunderbird. This recommendation has the potential to be one of the key greenways for Norman. The proposed greenway could also be used for education purposes. The estimated cost for these greenway improvements is shown below (see chart).

Norman Greenway Implementation Action Plan Lake Thunderbird (Scenic Greenway)

Watershed	Segment	Segment Start	Segment End	Proposed Action	Length (feet)	Potential Cost	Potential Timeframe
Lake Thunderbird	TH-1	Alameda	Alameda	Greenway corridor around Lake Thunderbird (Natural Surface Trail)	144,300	\$16,000,000	2010-2040
Estimated Total					144,300 27 Miles	\$16,000,000	







Greenway Cost Analysis

The process following the greenway opportunities and recommendations was to figure the costs of implementing the greenway systems through-out the city of Norman. The following cost estimates were broken down by watershed areas and divided into costs by Ward districts.

Key recommendations were then divided into the urban core recommendations and the rural recommendations.

The following charts represent the estimated cost for citywide greenway implementation.

City of Norman Greenway Master Plan				
Overall Potential Trail Corridors (by Ward)				
	High Priority	Medium Priority	Long Term Priority	Overall
Ward #	Potential Cost	Potential Cost	Potential Cost	Potential Cost
1	\$5,500,000	\$1,300,000	\$0	\$6,800,000
2	\$4,000,000	\$4,400,000	\$0	\$8,400,000
3	\$1,700,000	\$7,500,000	\$0	\$9,200,000
4	\$9,700,000	\$2,300,000	\$0	\$12,000,000
5	\$1,000,000	\$1,500,000	\$31,900,000	\$34,400,000
6	\$7,700,000	\$10,800,000	\$9,800,000	\$28,300,000
7	\$1,300,000	\$6,800,000	\$0	\$8,100,000
8	\$9,900,000	\$6,600,000	\$0	\$16,500,000
Total	\$40,800,000	\$41,200,000	\$41,700,000	\$123,700,000

Preliminary Cost Projection for review and comment. Prioritization and costs may vary as detailed study takes place.

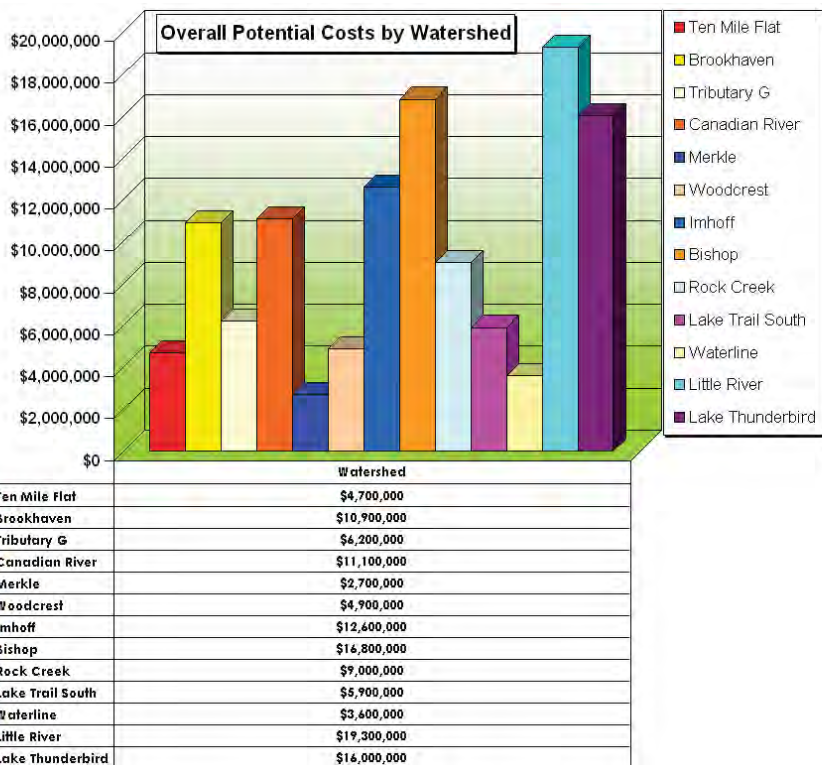
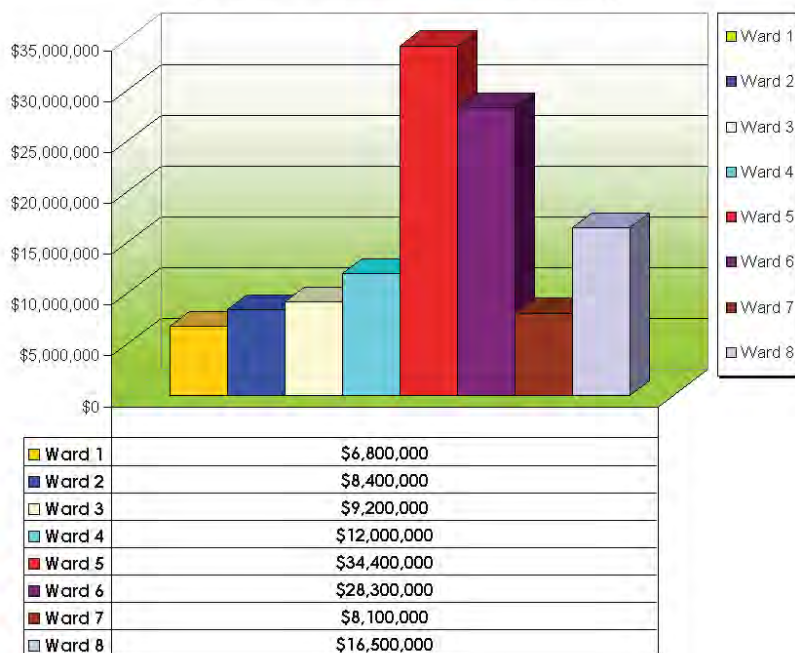
City of Norman Greenway Master Plan				
Overall Potential Trail Corridors (by Watershed)				
	High Priority	Medium Priority	Long Term Priority	Overall
Watershed	Potential Cost	Potential Cost	Potential Cost	Potential Cost
Ten Mile Flat	\$0	\$4,700,000	\$0	\$4,700,000
Brookhaven	\$5,800,000	\$5,100,000	\$0	\$10,900,000
Tributary G	\$3,800,000	\$2,400,000	\$0	\$6,200,000
Canadian River	\$1,700,000	\$9,400,000	\$0	\$11,100,000
Merkle	\$1,100,000	\$1,600,000	\$0	\$2,700,000
Woodcrest	\$3,000,000	\$1,900,000	\$0	\$4,900,000
Imhoff	\$10,700,000	\$1,900,000	\$0	\$12,600,000
Bishop	\$10,100,000	\$6,700,000	\$0	\$16,800,000
Rock Creek	\$0	\$5,200,000	\$3,800,000	\$9,000,000
Lake Trail South	\$1,000,000	\$1,500,000	\$3,400,000	\$5,900,000
Waterline	\$0	\$0	\$3,600,000	\$3,600,000
Little River	\$3,400,000	\$1,000,000	\$14,900,000	\$19,300,000
Lake Thunderbird	\$0	\$0	\$16,000,000	\$16,000,000
Total	\$40,600,000	\$41,400,000	\$41,700,000	\$123,700,000

Preliminary Cost Projection for review and comment. Prioritization and costs may vary as detailed study takes place.





Overall Potential Costs By Ward





Urban Greenway Key Recommendations Costs

Norman Greenway Implementation Action Plan Key Recommendations (Urban Greenways)

Segment	Watershed	Ward	Segment Start	Segment End	Trail Corridor Along	Potential Prioritization	Potential Drainage Improvements	Length (in linear feet)	Overall Potential Cost per Segment
Brookhaven									
BH-1	Brookhaven	8	Tecumseh	Rock Creek Rd.	W 36th Ave.	High		5,400	\$1,000,000
BH-3	Brookhaven	8	Rock Creek Rd.	Crossroads	W 36th Ave.	High		2,700	\$510,000
BH-6	Brookhaven	8	Crossroads	Existing Sidewalk	W 36th Ave.	High		1,000	\$210,000
BH-7	Brookhaven	8	Existing Sidewalk	Robinson	W 36th Ave.	Medium		1,700	\$340,000
BH-9	Brookhaven	8	Robinson	Havenbrook	W 36th Ave.	Medium		1,000	\$270,000
BH-11	Brookhaven	8	Havenbrook	Quail	W 36th Ave.	Medium		4,500	\$720,000
BH-12	Brookhaven	8	Havenbrook	Quail	Brookhaven Creek	High		2,500	\$470,000
BH-13	Brookhaven	3	W 36th Ave.	Willow Branch	Brookhaven Creek	High	Yes	3,000	\$570,000
BH-14	Brookhaven	3	Willow Branch	Main Street	Brookhaven Creek	High	Yes	1,400	\$300,000
BH-15	Brookhaven	3	Brookhaven Creek	48th St.	Main St.	Medium		2,500	\$480,000
RS-2	Brookhaven	8	W. 36th Ave.	W. 24th Ave.	Rock Creek Rd.	High	Yes	4,500	\$640,000
Tributary G									
TD-2	Tributary G	8	IH-35	US 77	Franklin	High	Total	30,200	\$5,510,000
TD-3	Tributary G	8	US 77	12th Ave.	Tributary G Creek	High		7,000	\$1,300,000
TD-5	Tributary G	8	Bridgeport	Tecumseh	W 36th Ave.	High		2,600	\$470,000
Little River									
LR-4	Little River	6	Little River	Rock Creek Rd	Drainage creeks	Long Term	Total	14,800	\$4,170,000
LR-5	Little River	6	W 12th Ave.	Woodcrest Creek	Rock Creek Rd.	Long Term		11,100	\$1,900,000
LR-6	Little River	6	Rock Creek Rd.	Robinson	Stubbeman	Medium		5,100	\$930,000
Merkle									
MC-1	Merkle	8	Main St.	Robinson	W. 24th Ave.	High		5,730	\$1,100,000
MC-2	Merkle	8	Main St.	McGee	W. 24th Ave./Boyd	Medium	Yes	5,400	\$1,000,000
MC-3	Merkle	8	McGee	Imhoff Creek	Brooks	Medium		3,000	\$610,000
Woodcrest									
WC-1	Woodcrest	6	Little River Creek	Nantucket St.	Woodcrest Creek	High	Total	5,730	\$2,710,000
WC-2	Woodcrest	6	Nantucket St.	Sequoyah Trails	Woodcrest Creek	High	Yes	4,100	\$720,000
WC-4	Woodcrest	6	Sequoyah Trail Park	Rock Creek	Woodcrest Creek	High		2,700	\$490,000
WC-5	Woodcrest	6	Rock Creek	Robinson Rd.	Griffin Memorial Park	High	Yes	1,200	\$300,000
WC-6	Woodcrest	6	Woodcrest Creek	W. 12th Ave.	Rock Creek Rd.	Medium		4,700	\$900,000
WC-7	Woodcrest	6	Robinson Rd.	Frances Cate Park	Frances Cate Park	High		3,300	\$650,000
WC-8	Woodcrest	4	Frances Cate Park	Main Street	Carter St.	High		1,800	\$350,000
Imhoff									
IM-1	Imhoff	4	Andrews Park	Lion's Park	Road Corridor	High	Yes	1,300	\$300,000
IM-1A	Imhoff	4	Andrews Park	Lion's Park	University	High		4,100	\$820,000
IM-2	Imhoff	4	Lion's Park	McNamee	Lion's Park	High	Yes	4,000	\$680,000
IM-3	Imhoff	4	McNamee	Cruce	Imhoff Creek	High	Yes	800	\$200,000
IM-4	Imhoff	4	Cruce	Brooks Ave.	Pickard St.	High		1,400	\$400,000
IM-5	Imhoff	4	Brooks Ave.	Lindsey St.	Imhoff Creek	High	Yes	1,550	\$350,000
IM-6	Imhoff	4	Lindsey St.	Imhoff Rd.	Berry Rd.	High		1,900	\$390,000
IM-8	Imhoff	4	Berry Rd.	Chautauqua	Road Corridor	High		5,400	\$1,100,000
OU-1	Imhoff	4	Imhoff Creek	Classen	Boyd	High		5,200	\$1,000,000
OU-2	Imhoff	4	Imhoff Creek	Maple (OU Campus)	3rd St.	High		4,700	\$1,100,000
RB-1	Imhoff	6	Flood	Griffin Memorial Park	Robinson	High		3,100	\$720,000
RB-2	Imhoff	6	Griffin Memorial Park	Water Treatment Area	Robinson	Medium		7,700	\$1,400,000
Bishop									
BC-2	Bishop	4	University	Carter	Eufaula/Main St.	High	Total	50,850	\$10,060,000
BC-9	Bishop	1	12th Ave.	Vicksburg	Street Corridor	High	Yes	6,000	\$1,100,000
BC-10	Bishop	4	Trout	12th Ave.	Boyd	High		5,300	\$920,000
BC-15	Bishop	1	Lindsey	Classen	Bishop Creek Tributary A	High		4,700	\$830,000
BC-16	Bishop	7	Monitor	Classen	Constitution	High	Yes	5,800	\$1,100,000
BC-18	Bishop	7	State Hwy 9	Bishop Creek	Bishop Creek	Medium		3,700	\$750,000
Rock Creek									
HP-1	Rock Creek	6	W. 12th Ave.	Hall Park	Hall Park	Medium	Total	30,100	\$5,490,000
HP-2	Rock Creek	6	Hall Park	Hall Park	Hall Park	Medium		7,600	\$1,300,000
HP-3	Rock Creek	6	Hall Park	Robinson	Hall Park	Medium		1,200	\$260,000
HP-4	Rock Creek	6	Rock Creek Rd.	E. 24th Ave.	Hall Park	Medium		2,500	\$510,000
Overall Total									
								171,780 33 Miles	\$38,150,000



Greenway Opportunities & Recommendations



Rural Scenic Greenway Key Recommendations Costs

Key Recommendations (Scenic Greenways)

Segment	Watershed	Ward	Segment Start	Segment End	Trail Corridor Along	Potential Prioritization	Potential Drainage Improvements	Length (in linear feet)	Overall Potential Cost per Segment
Waterline Greenway									
WL-1	Waterline	5	Water Treatment Plant	E 48th Ave.	Robinson	Long Term	No	7,700	\$730,000
WL-2	Waterline	5	E 48th Ave.	E 60th Ave.	Robinson	Long Term	No	5,200	\$550,000
WL-3	Waterline	5	E 60th Ave.	E 84th Ave.	Alameda	Long Term	No	11,600	\$1,000,000
WL-4	Waterline	5	E 96th Ave.	Lake Thunderbird	Alameda	Long Term	No	14,600	\$1,300,000
Greenway to Lake South								Total	\$3,580,000
LT-2	Dave Blue	5	E. 24th Ave.	E. 48th Ave.	State Hwy. 9	High	No	10,600	\$960,000
LT-3	Dave Blue	5	E. 48th Ave.	Dave Blue Creek	State Hwy. 9	Long Term	No	8,000	\$1,255,000
LT-4	Dave Blue	5	State Hwy. 9	Alameda	Dave Blue Creek	Long Term	No	23,800	\$2,120,000
Little River to Lake								Total	\$1,100,000
LR-1	Little River	6	W. 12th Ave.	E. 12th Ave.	Little River Corridor	Long Term	No	14,400	\$1,100,000
LR-2	Little River	6	E. 12th Ave.	E. 36th Ave.	Little River Corridor	Long Term	No	13,200	\$990,000
LR-3	Little River	6	E. 36th Ave.	Lake Thunderbird	Little River Corridor	Long Term	No	40,400	\$3,000,000
Rock Creek								Total	\$5,090,000
RC-2	Rock Creek	5	Robinson	Little River	Rock Creek	Long Term	No	24,700	\$3,000,000
RC-4	Rock Creek	5	Little River	Hall Park	Drainage creeks	Long Term	No	19,500	\$1,700,000
RC-5	Rock Creek	5	Double Tree Greenbelt	Proposed Greenway	Drainage creeks	Long Term	No	3,600	\$400,000
Canadian River								Total	\$5,100,000
CR-1	Canadian	3	W 48th Ave.	Brookhaven Creek	Canadian River	Medium	No	3,900	\$670,000
CR-2	Canadian	3	Brookhaven Creek	Cherry Creek Park	Canadian River	Medium	No	1,600	\$340,000
CR-3	Canadian	3	Cherry Creek Park	Lindsey Street	Canadian River	Medium	No	2,800	\$500,000
CR-4	Canadian	3	Lindsey Street	IH-35	Canadian River	Medium	No	4,100	\$760,000
CR-5	Canadian	2	IH-35	24th Ave.	Canadian River	Medium	No	2,500	\$460,000
CR-6	Canadian	2	State Hwy 9	Adkin's Crossing Park	24th Ave.	Medium	No	2,100	\$440,000
CR-7	Canadian	2	24th Ave.	Berry Rd.	State Hwy. 9	Medium	No	6,200	\$1,100,000
BH-16	Brookhaven	3	Main St.	Canadian River Trail	W 48th Ave.	Medium	No	2,000	\$380,000
Lake Thunderbird								Total	\$3,170,000
TH-1	Lake Thunderbird	5	Alameda	Alameda	Lake Thunderbird	Long Term	No	144,300	\$16,000,000
								Total	\$16,000,000
								Overall Total	\$34,040,000
								358,600 68 Miles	

Potential Greenways with Drainage Improvments

Areas through-out Norman have been identified for storm water drainage improvements. Some of these potential improvement areas are also areas for recommended greenways. These specific greenways have the potential of being implemented quickly and possibly funded with money from the storm water improvement funds.

Norman Greenway Implementation Action Plan

Recommended Greenways with Drainage Improvements

Segment	Watershed	Ward	Segment Start	Segment End	Trail Corridor Along	Potential Prioritization	Length (in linear feet)	Overall Potential Development Cost per Segment
BH-4	Brookhaven	8	W 36th Ave.	Prairie Creek Park	Tributary A Brookhaven Creek	Medium	1,200	\$280,000
BH-10	Brookhaven	8	Robinson	W 36th Ave.	Brookhaven Creek	High	2,100	\$470,000
BH-13	Brookhaven	3	W 36th Ave.	Willow Branch	Brookhaven Creek	High	3,000	\$570,000
BH-14	Brookhaven	3	Willow Branch	Main Street	Brookhaven Creek	High	1,400	\$300,000
RS-2	Brookhaven	8	W. 36th Ave.	W.24th Ave.	Rock Creek Rd.	High	4,500	\$640,000
TG-1	Tributary G	8	Ruby Grant Park	IH-35	Tributary G Creek	Medium	4,500	\$800,000
WC-2	Woodcrest	6	Nantucket St.	Sequoyah Trails	Woodcrest Creek	High	2,700	\$490,000
WC-5	Woodcrest	6	Rock Creek	Robinson Rd.	Griffin Memorial Park	High	4,700	\$900,000
MC-2	Merkle	8	Main St.	McGee	W. 24th Ave./Boyd	Medium	5,400	\$1,000,000
IM-1	Imhoff	4	Andrews Park	Lion's Park	Road Corridor	High	4,100	\$820,000
IM-2	Imhoff	4	Lion's Park	McNamee	Lion's Park	High	800	\$200,000
IM-3	Imhoff	4	McNamee	Cruce	Imhoff Creek	High	1,400	\$400,000
IM-5	Imhoff	4	Brooks Ave.	Lindsey St.	Imhoff Creek	High	1,900	\$390,000
BC-8	Bishop	4	Alameda	Boyd	Bishop Creek	Medium	3,400	\$660,000
BC-9	Bishop	1	12th Ave.	Vicksburg	Street Corridor	High	5,300	\$920,000
BC-16	Bishop	7	Monitor	Classen	Constitution	High	3,700	\$750,000
Total							50,100 9 Miles	\$9,590,000



City of Norman
Greenway Master Plan
OCTOBER 2009





APPENDIX B - ACTION PLAN FOR COMPLETION OF THE GREENWAYS MASTER PLAN

Action Plan for Completion of Greenways Master Plan, October 26, 2009

The Greenbelt Commission was asked to develop, with assistance from city staff, an Action Plan to identify the areas of the Greenways Master Plan that the Greenbelt Commission believes still needed additional work and refinement before the Plan should be considered for adoption. From that directive, a sub-committee was formed at the September 21st Commission meeting to develop a plan. The sub-committee met several times over the following weeks to work on this plan, then at the regular Greenbelt Commission meeting on October 26th, the full Commission reviewed and accepted this Action Plan.

The following action items are intended to identify the framework the Commission believes needs to be undertaken in order to complete the plan and to properly prioritize the steps to be taken before the Plan should be considered for adoption by the City Council.

Three informational maps have been prepared to illustrate the concepts for the first three of the following action items:

- Map 1—Is reflective of the current Greenways Master Plan and distinguishes storm water system related trails from all others;
- Map 2—Illustrates all existing and proposed urban trails and highlights those proposed along drainage ways in existing urbanized developments; and
- Map 3—Identifies a spine/loop trail system as a key component needed in the Greenway Master Plan.

Action Item 1:

The implementation for this item would involve distinguishing all storm water system related trails from others, and would include:

- **Clarify** existing plan identification of all proposed trails along drainage ways (Map 1);
- **Identify** additional possible storm water related trails;
- **Identify** proposed trail locations through existing urbanized drainage ways in order to separate those trails for more detailed analysis. (This item will require identification of adjacent property owners to include them in discussion of appropriateness of a trail (Map 2). It is anticipated that these trails would be lowest priority and not planned until adjoining properties were in support and that alternatives along existing right-of-ways would be added for each of these alignments); and
- **Prioritize** all of the above, including consideration of possible location for sanitary sewer and storm sewer maintenance trails.

Action Item 2:

Distinguish and map all non-storm water system trails and sidewalks:

- **Clarify** existing plan as to which are existing sidewalks, existing sidewalks to be upgraded to wider trails, wider existing trails or desired trails that are not yet constructed (Map 2);

- **Identify** additional possible non-storm water system trails and sidewalks; and
- **Prioritize** all of the above, giving highest priority to neighborhood connectors critical to connection of existing urban areas to primary loop/spine trails.

Action Item 3:

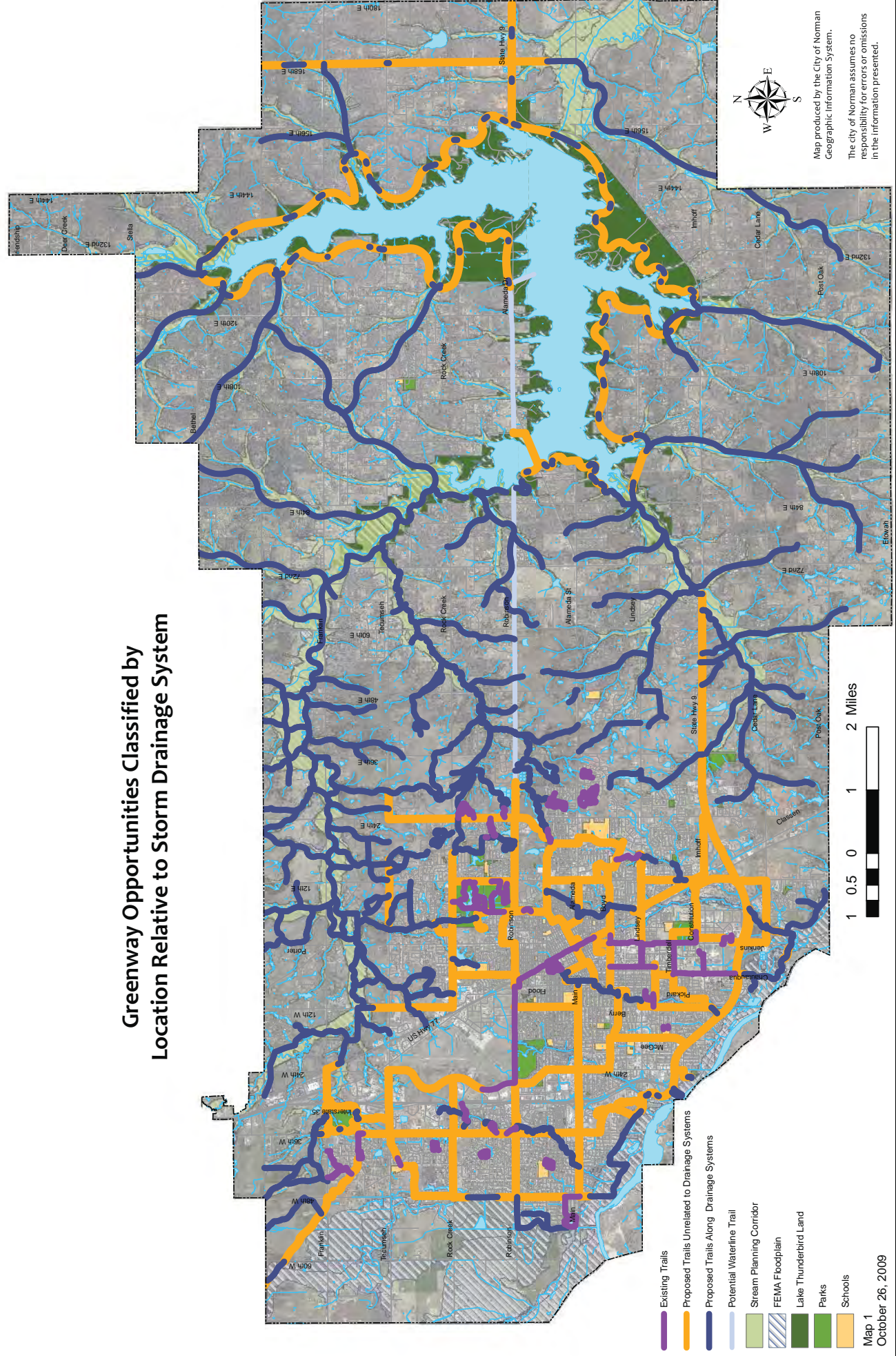
Focus and refine primary loop/spine trail to connect urbanized Norman to Lake Thunderbird along Little River to the north, Highway 9 to the south as well as connecting Reaves Park at the south end with Ruby Grant Park to the north via Legacy Trail and other connections through OU (Map 3). (An alignment farther west through Ten Mile Flats would also be desirable.)

- **Identify** existing portions of the key, major loop/spine trail system;
- **Identify** necessary desired urban and rural pieces of this loop/spine; and
- **Prioritize** and calculate costs for this primary target of the Plan.

Action Item 4:

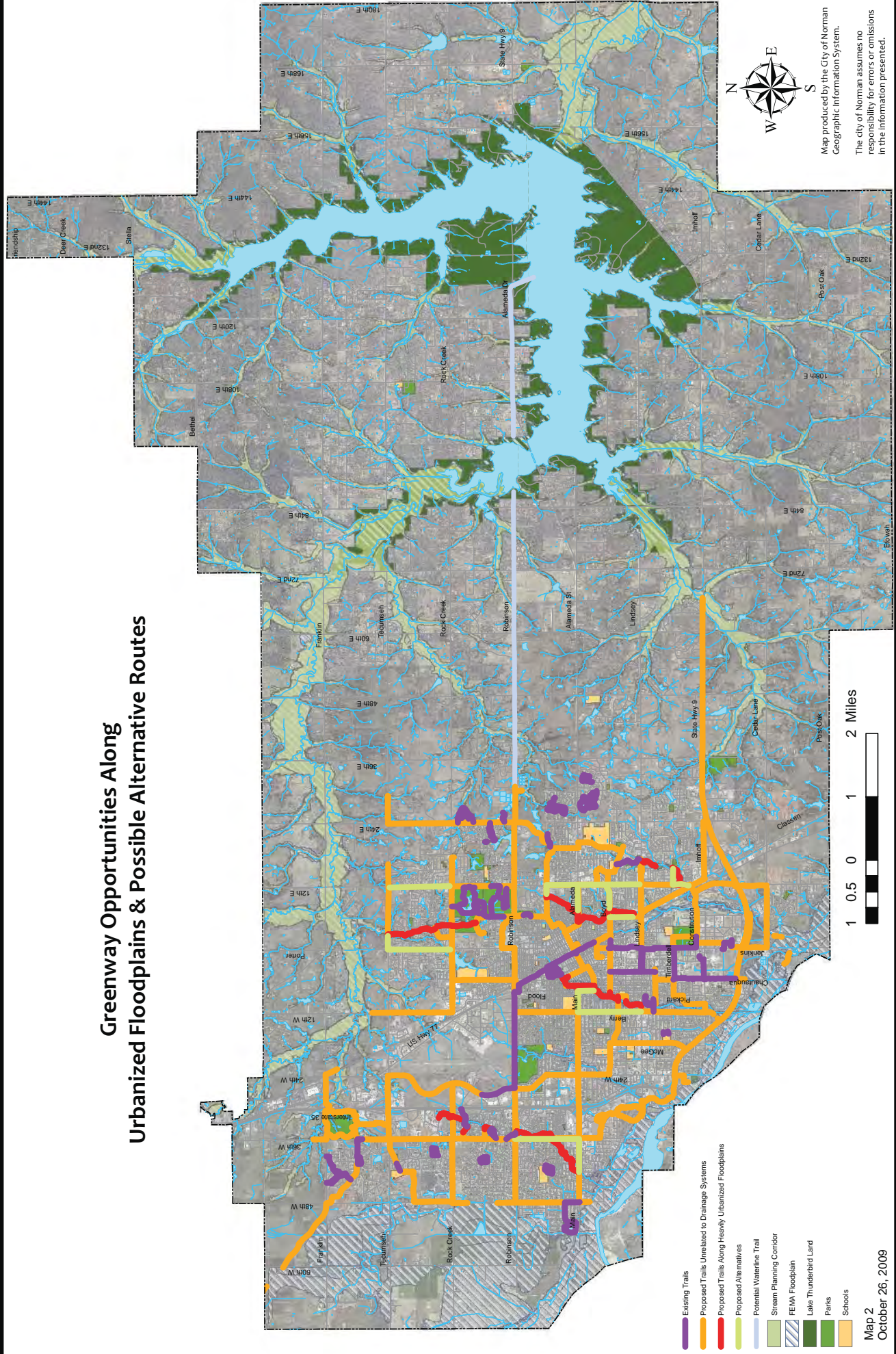
- **Identify** possible funding mechanisms, to include both the cost of construction and all required maintenance.

Greenway Opportunities Classified by Location Relative to Storm Drainage System

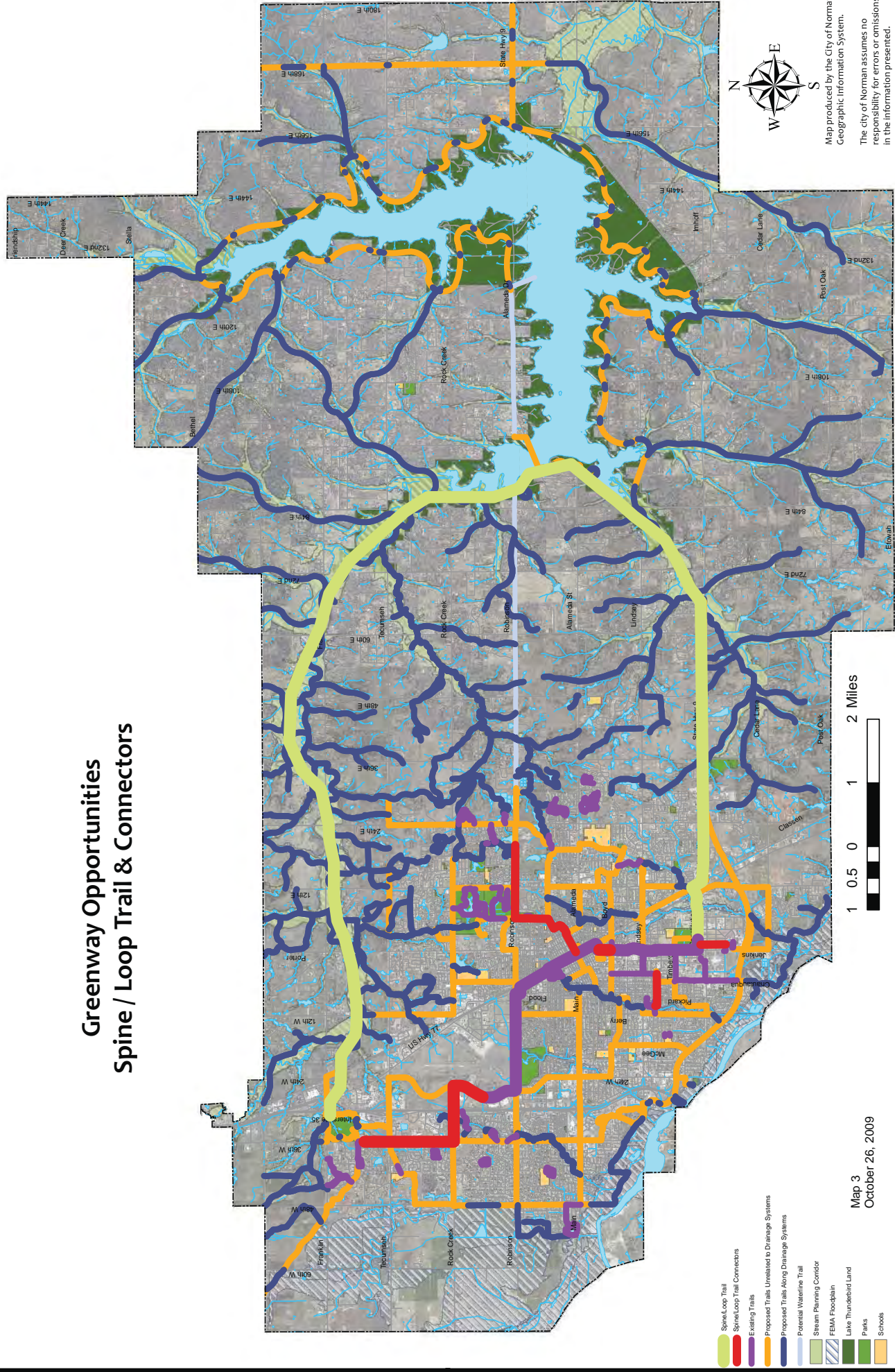


Map produced by the City of Norman
Geographic Information System.
The city of Norman assumes no
responsibility for errors or omissions
in the information presented.

Greenway Opportunities Along Urbanized Floodplains & Possible Alternative Routes



Greenway Opportunities Spine / Loop Trail & Connectors





APPENDIX C – SUMMARY OF PUBLIC INPUT

Public and Stakeholder Input

Public input is a critical component of any planning process. A long range plan must represent the long range goals of the citizens and residents, who are going to fund the planned facilities, support them and ultimately use those planned facilities. In the case of this planning effort, public input consisted of:

- Feedback and recommendations from previous citywide planning efforts
- Citizen surveys from recent years
- Public meeting conducted during this greenbelt planning process
- Meetings with the City of Norman Greenbelt Commission and the Storm Water Task Force
- One on one stakeholder and staff meeting to discuss recommendations

Public and Stakeholder Input from Previous Planning Efforts

The Green Dreams Report issued in 2002 ushered in a new era for Norman. In that report, and in subsequent actions by the City of Norman, the case was made for greatly increasing the focus on preserving natural corridors throughout the city. The Green Dreams Report was written by citizens of Norman, and it documented the tremendous support and desire that Norman residents have to make Norman a beautiful and interesting place to live and visit.

As a result of Green Dreams a series of public meetings were held over the past several years so as to provide opportunities for input of goals. These meetings started with a basic summary of the process and then progressed into a review of opportunities for trails and greenbelts throughout Norman. At each of the meetings, citizens were invited to ask questions, comment or write suggestions on maps provided throughout the meeting room.

Public input meetings helped reassure the strong community support of greenways by the citizens of Norman. A wide variety of issues were expressed in the series of public meetings. The issues ranged from maintenance improvements to existing greenways and trails to future solutions for developing greenways and possible locations where these proposed greenways could connect. Much of the citizen feedback came in the form of comments written on a series of maps placed on the walls for the citizens to review. These comments suggested multiple locations for new trail development and key locations for new trail connection. Positive comments on areas where trails or greenways could not feasibly be developed were also included. This exercise was an integral part for the planning and implementation of the future greenway corridors.

Residents of Norman have been considering greenbelts, greenways and trails for almost ten years, this Plan builds upon the ideas, dreams and concerns that have been discussed over that period of time. The Green Dreams Report in 2002, followed by the Norman 2020 Plan and the 2025 update addressed the need for greenbelt preservation and trail development.

Important themes are covered below:

Comments from the 2006 Citizen Dialogue

- We would like to see Norman be more pedestrian friendly.
- We would like to see the core area strengthened and restored.
- We would like to promote mixed use development within dense areas.
- We would like to preserve the uniqueness of Norman.
- We encourage alternative transportation, biking and walking.
- We agree with conservation incentives and the need for sustainability.
- Encourage neighborhood communities: neighborhood associations, community centers (child friendly parks, community gardens) within walking distance.
- City beautification/utilization: pedestrian pathways, pave alleys, and create easy access walkways between neighborhoods. Use more native/easy care species of trees that can be used by people such as planting pecans, black walnut, peach, etc. Include running, biking, and hiking trails, keeping it pet friendly.
- Think long term; don't let short term issues control Norman's direction.
- We believe we need to have responsible environmental policies.
- We believe it is important that we affirm the goals of the 2025 Plan.
- We identify conservation/protection of the environment as a priority.
- We agree with conservation incentives and the need for sustainability.
- Develop multi-use trails that recreational cyclists as well as others can use and improve sidewalks so children can bike to school.
- Design safer on-street cycling infrastructure that allows reasonable commuting through out Norman, particularly central Norman such as the addition of striped bicycle lanes to existing major arterials and road signs that remind motorists of the need to "Share the Road" with bicyclists.
- Create an integrated trail/biking/greenbelt system for our city. It should include on and off-road cycling, be comprehensive for the entire city and encourage developers to build to complete the plan.

Citizen Input from Opinion Surveys

A citizen satisfaction survey conducted in 2007 consisted of questions relating to the preservation of greenbelts, key needs in the city and support for open space funding initiatives. The survey sample size was 803 completed surveys and represented a +/- 3.4% margin of error at a 95% confidence level. This means that if the survey was held 100 times, using 100 different random samples, the results would fall within the limits of error at least 95 times.

Key responses from the survey relating to greenbelts and trails in Norman are as follows:

- When asked which would be the most beneficial for you personally, 22% of citizens surveyed responded with more green space, parks and trails. (The highest response.)
- When asked which would be the most beneficial for the citizens of Norman, the response for more green space, parks and trails was 18.5%, the second highest after an increase of police officers at 19%.
- More than 80% of citizens surveyed would be very likely or somewhat likely to support public money being used to help create more green space including parks and trails.
- The second-most beneficial for the citizens of Norman response, ranking third behind an increase of police officers and an increase of fire fighters, more green space, parks, and trails.
- When asked "Why are you dissatisfied with the quality of your neighborhood?" more than 4% of citizens responded with the lack of maintenance and upkeep.
- When asked "Why are you dissatisfied with the quality of city parks?", more than 6% responded with a reference to lack of maintenance and upkeep.
- When asked "Why are you dissatisfied with the appearance of the city?", 4.9% responded that not enough green space was a major issue.
- 82% of citizens surveyed between the ages of 18-24 would be very likely to support money being used to help fund more green space, including parks and trails.
- The age groups are balanced with a high satisfaction of the quality of the city parks.
- 25% of respondents who think more green space would be the most beneficial to the citizens of Norman were between the ages of 18-24. The lowest percentage age group with 7.7% was citizens 65+.
- Almost 50% of respondents who feel that more green space would be most beneficial for them personally were between the ages of 18-44.

Greenbelt Commission Input

Over the 12 month planning process, a total of 7 meetings with the Greenbelt Commission Task Force were held to provide guidance. The Greenbelt Commission Task Force was comprised of 11 individuals with a variety of backgrounds. Meetings were held in November of 2007 and February, March, May, June, July and December of 2008. These meetings focused on types of greenway and trail corridors in the city, review of opportunity corridors in all parts of Norman, review of the methodology used for both suitability evaluations and prioritization criteria and review of the recommended corridors. Members of the committee contributed vital local knowledge and strongly influenced many key topics. Topics included coordination with on-going bicycle planning both in the city and on the OU Campus.

Key comments received included:

- Members expressed a strong desire for a connected network of trails and green corridors.
- Members expressed the desire for looped systems that had a natural setting as well as a more urban setting. They favored the idea of a loop that circled portions of the city.
- Members suggested changes to the evaluation matrix to provide greater connectivity to key city areas such as parks, retail centers, and University areas.
- Members suggested many potential locations for trails and greenbelt corridors, as well as others where the lack of right-of-way provided limited space for public access.

Storm Water Master Plan Task Force Input

Five workshops sessions were held with the Storm Water Master Plan Task Force to review ideas for the Greenbelt Master Plan. The task force included citizens, representatives from the development community, staff members and elected officials of Norman. These meetings were held in November of 2007, and in February, May, July and December of 2008. During these meetings, a strong support of creating a better Norman was expressed by the Task Force, identifying key ideas and recommendations regarding greenways.

Key comments received included:

- Concern over infringing on the ability of private property owners to develop their properties in a way that achieved a reasonable return was raised. The specific exclusion of any development in areas not formally designated a 100 year flood zones by FEMA, such as stream planning corridors, was opposed by some on the Task Force.
- Requiring that trails be built by property owners as part of development was an issue of concern to some on the Task Force.
- Greenways and trails were supported by the Task Force.
- Some Task Force members favored an emphasis on greenbelt preservation in undeveloped areas of the city, rather than trying to squeeze something into the urban core of the city.
- There were concern by some over any changes to the city's parkland dedication ordinance to allow trails in lieu of parks.
- The Task Force was generally in favor of using a portion of a storm water utility fee as primary funding source for trail construction and greenbelt preservation along key corridors in Norman.

Public Input Meetings and Presentations

A series of public meetings were conducted over the 12 month planning period to provide opportunities for input from everyone interested in the planning process for greenways and trails. These meetings started with a basic summary of the process, and then progressed into a review of opportunities for trails and greenbelts throughout Norman. Meetings were held in September and November 2007, and in February, May and December 2008. At each of the meetings, citizens were invited to ask questions, comment or write suggestions on maps provided throughout the meeting area.

The public input meetings helped reassure the strong community support of greenways by the citizens of Norman. During these public meetings a wide variety of issues were expressed. The issues ranged from concerns over maintenance improvements to existing greenways and trails, future solutions for developing greenways and possible locations these proposed greenways could connect with one another. Much of the citizen feedback came in the form of comments written on a series of maps placed on the walls for the citizens to review. These comments suggested multiple locations for new trail development and key locations for new trail connections. Positive comments on areas where trails or greenways could not be feasibly developed were also included. This exercise was an integral part for the planning and possible implementation of the future greenway corridors.

