



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 06/24/2025

REQUESTER: City of Norman

PRESENTER: Bret Cabbiness, Garver

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2425-106: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA ADOPTING THE AIM NORMAN COMPREHENSIVE TRANSPORTATION PLAN UPDATE.

BACKGROUND:

The City of Norman released a Request for Proposal (RFP-2223-29) in September of 2022, seeking proposals from qualified consultants for professional services to prepare the following documents for the City of Norman:

- Comprehensive Land Use Plan;
- Housing Strategy Plan;
- Comprehensive Transportation Plan Update;
- Stormwater Master Plan Update;
- Water Hydraulic Modeling Update;
- Wastewater Master Plan; and
- Sanitation Master Plan.

The citywide proposal was to develop an all-encompassing vision for the community that can be supported by all. To facilitate this objective, the City of Norman sought to update its Comprehensive Transportation Plan, Stormwater Master Plan, Water Hydraulic Modeling, and develop Wastewater and Sanitation Master Plans to ensure improvements to the City's infrastructure align with the vision and policies of the new Comprehensive Plan..

As set forth in the RFP, Public Engagement was designed to address three key tasks:

Task 1 – Norman Today – Where are we now?

This process was designed to consist of a review of background documents, economic and development trends, hazard mitigation and environmental constraints, land use inventory and urban design, transportation, public facilities and infrastructure, and housing and neighborhoods.

Task 2 – Norman Tomorrow – Where do we want to go?

This process was designed to review the vision and future land use opportunities, or constraints and develop goals and principles based on community engagement and understanding where we are today.

Task 3 – Norman Tomorrow – How do we get there?

This process was designed to develop Plan Elements for the various included master plans, utilizing the overarching goals and principles to define the program and design of the city and outlining the specific plan elements and systems that guide the City's future, thus creating a cohesive strategy across the city and departments, and for all of the included individual masterplans.

Through the RFP process, a team consisting of seven City Staff members and two citizen members selected RDG Planning & Design, Inc. Contract K-2324-46 with RDG was approved by City Council on July 25, 2023. The final scope included all of the proposed individual master plans except that it was determined that the City did not require a Sanitation Master Plan update at this time. Thereafter, and on September 26, 2023, K-2324-46 was amended to include services for the creation of a Parks Recreation and Trails Master Plan, again bringing the total number of included master plans to seven.

An Ad Hoc Steering Committee to work with the City and its consultants in creating the "Area and Infrastructure Master Plan" ("AIM Norman") was originally appointed by Resolution R-2324-52 on August 22, 2023, and its membership and procedures finalized by Amendment 1 to R-2324-52 on November 14, 2023. The Steering Committee, and its appointed individual Sub-Committees for Housing, Stormwater, Water/Wastewater, Transportation, and Parks, have worked tirelessly to offer input and guidance on the creation of the seven AIM Norman master plans now submitted for the Planning Commission's review and consideration.

DISCUSSION:

The City of Norman entered into the RDG Planning and Design (headquartered in Omaha, Nebraska) (RDG) team to develop all of the Master Plans or Master Plan updates. Garver is a member of the RDG team and was tasked to lead the development of the Comprehensive Transportation Plan (CTP) update. Mr. Bret Cabbiness led the Garver team in this endeavor. Mr. Jim Adair was chair of the sub-committee formed to specifically guide the development of the CTP update.

The CTP update features extensive amounts of public input including Open Houses and Listening Sessions. The Steering Committee met monthly for a period of seventeen months. The sub-committee met a total of eight times which included three special micro group meetings. The design team presented a summary of the CTP update to a special City Council Study Session on February 25, 2025.

The CTP update includes roadways, traffic, parking and transit, aviation, bridges, and active transportation. All of the work in these areas built off the work done in the 2014 CTP. The plan for aviation was made consistent with the Max Westheimer Airport Master Plan that was approved by the Federal Aviation Administration in 2024. The plan for transit was taken directly from the Go Norman Transit Plan that was adopted in 2021. The plan for parking was taken directly from the 2018 Strategic Parking Plan that was a joint venture between Cleveland County and the City of Norman. The plan for bridges was taken from the 2023 Bridge Maintenance Bond Program. Other plan elements were updates to what was included in the 2014 CTP.

The highlights of the CTP update include a renewed emphasize on non-motorized forms of transportation or Active Transportation. Active Transportation includes pedestrians, bicycles, scooters, wheelchairs, and other vulnerable road users. The CTP also includes a ranked list of projects of different types over the next several years. This CTP rolls in previous studies for aviation, transit, parking, and bridges into a single document. One exciting roadway highlight is the development of an evaluation matrix for roundabouts that will allow the development of a score for potential roundabout locations that will allow future roundabouts to be ranked against one another to develop a priority list of locations.

On May 8, 2025, a Planning Commission meeting was conducted to receive comments on the proposed seven total AIM Norman Plans, including the CTP Update. One of the provided comments related to the CTP update as follows:

There is a statement regarding the Oklahoma Turnpike Authority's potential north-south turnpike installment west of Lake Arcadia within the AIM Norman Comprehensive Land Use Plan (pages 41 and 59). It reads "AIM Norman does not endorse or influence the development and alignment of proposed turnpikes planned in east and north Norman by the Oklahoma Turnpike Authority ("OTA"). While the north-south connector turnpike is demonstrated in the position originally disclosed by the OTA, it is subject to change and an anticipated general shift westward. At this time, the actual nature and extent of the alignment shift for the north-south connector turnpike has not been specified by the OTA." This statement should be duplicated within the 2025 Comprehensive Transportation Plan Update on pages where full maps of the City could be considered to show the potential turnpike as a forthcoming project.

It was further discussed at that meeting and staff has determined that addition of this statement honors the decision to recognize that, while AIM Norman does not endorse or influence the development of the turnpike, planning for the City of Norman's future should include information about the potential route that is publicly available.

RECOMMENDATION:

All of the plan updates, including the Comprehensive Transportation Plan were approved for presentation to the Planning Commission and the Norman City Council by the AIM Steering Committee.

Staff recommends the approval R-2425-106, the Comprehensive Transportation Plan, to the Norman City Council.

Further, Staff recommends that the City Council approve the following modification to the CTP update based upon the May 8 Planning Commission discussion as follows:

Include the statement "AIM Norman does not endorse or influence the development and alignment of proposed turnpikes planned in east and north Norman by the Oklahoma Turnpike Authority ("OTA"). While the north-south connector turnpike is demonstrated in the position originally disclosed by the OTA, it is subject to change and an anticipated general shift westward. At this time, the actual nature and extent of the alignment shift for the north-south connector turnpike has not been specified by the OTA." under the maps/figures on Pages 30 (Figure 4-11), 42/43 (Transportation Plan Map and Proposed

Changes), 108/109 (Roadway Project Recommendations: East Norman and Far East Norman) and 113 (Active Transportation Project Recommendations: East) in the same manner as found within the AIM Norman Comprehensive Land Use Plan.

PLANNING COMMISSION RESULTS: At their meeting of May 8, 2025, the Planning Commission recommended approval of Resolution R-2425-106 with the comments discussed during the meeting by a vote of 7-1.