



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 04/25/2023

REQUESTER: Katherine Coffin

PRESENTER: David Riesland, Transportation Engineer

ITEM TITLE: CONSIDERATION OF APPROVAL, ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF CONTRACT K-2223-137: A PROJECT MAINTENANCE, FINANCING, AND RIGHT-OF-WAY AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FOR PROJECT J3-7941(004) AG, STATE JOB 37941(04), TO PROVIDE A "ROAD DIET" ON ALAMEDA STREET BETWEEN CLASSEN BOULEVARD AND RIDGE LAKE BOULEVARD; AND RESOLUTION R-2223-119.

BACKGROUND:

The Association of Central Oklahoma Governments Transportation Alternative Project ACOG TAP) program has historically provided funding for projects and programs defined as transportation alternatives that advance non-motorized transportation opportunities, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, historic transportation preservation, environmental mitigation and vegetation management activities; recreational trail programs; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. TAP continues to build upon the legacy of the Transportation Enhancements (TE) and Safe Routes to Schools (SRTS) programs by providing funding opportunities for local projects that support additional transportation options, strengthen local economies, improve quality of life, protect the natural environment, and enhance transportation infrastructure.

Funds set aside for ACOG TAP include all projects and activities that were previously eligible under TAP, encompassing a variety of transportation projects that prioritize safety, comfort, and connectivity to destinations for all people who use the street network such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater drainage and habitat connectivity. The call for projects, through ACOG closed on October 31, 2022.

DISCUSSION:

Alameda Street between Classen Boulevard and Ridge Lake Drive was one of six roadway segments recommended for consideration of a “road diet” in the City of Norman’s 2014 Comprehensive Transportation Plan (CTP). The main reason a number of road diets were suggested in the CTP was as a means to address the provision of bike lanes on a number of corridors. All of these identified road diet candidates were prefaced with the statement that each project was dependent on the intensity of future development in the particular corridor. The other five streets on the list include:

- Rock Creek Road between 48th Avenue NW and Grandview Avenue (Completed)
- West Main Street between 48th Avenue West and 36th Avenue West (Completed)
- Rock Creek Road between 36th Avenue NW and 24th Avenue NW (Partially Completed)
- Rock Creek Road between 12th Avenue NW and 12th Avenue NE
- 60th Avenue NW between Tecumseh Road and Indian Hill Road

This 2.3-mile long project would convert the existing 5-lane street (2 lanes in each direction and center turn lane) to 3 lanes (1 lane in each direction, center turn lane and on-street bike lanes adjacent to the curb and gutter with a pavement marking striped buffer between the bike lane and through driving lane). The east end of this project would connect to the new East Alameda Street Widening Project at Ridge Lake Boulevard, currently under construction, which consists of a 3-lane roadway with on-street bike lanes to 36th Avenue East (a sketch of what this “diet” could look like is attached). It also would intersect with 24th Avenue East that has on-street bike lanes between Lindsey Street and Robinson Street. Each one of these projects helps increase bicycle mobility in Norman. The west end of the project was originally defined as Classen Boulevard, but that would conflict with a future project to improve the 12th Avenue East intersection with Alameda Street. As such, the western terminus will more likely be Triad Village Drive to the east of 12th Avenue East.

The call for projects documentation indicates that this first round of TAP funding is for federal fiscal year 2022-2023 (FFY2023). City Staff would complete the plans in-house so the only cost to the City would be the 20% City share of construction, which is estimated at \$47,000. These funds are currently available in the Robinson West of I-35 Land Account (50595552-46001, Project TR0104) and will be recommended to be transferred to fund the local match when the invoice is received from ODOT for the local share. City of Norman staff members were notified through ACOG in February 2023 of a successful TAP Application. City staff could budget these funds for FYE 2024 and bid the project through ODOT on or after November 2023 so the funds are spent in FFY2023. In that case, construction of the path might take place in early 2024 when temperatures are conducive to installing pavement markings.

RECOMMENDATION:

Staff recommends approval of Contract K-2223-137 and Resolution R-2223-119 with ODOT for a Road Diet on Alameda Street between Classen Boulevard and Ridge Lake Boulevard.