

PRIMARY TRANSPORTATION STRATEGIES

STREET NETWORK

Most of Norman’s residents interact with the city’s transportation system through its street system. Traditional transportation planning visualizes the street network as a hierarchy of arterials, collectors, and local streets. Traffic is distributed from locals to collectors and eventually to arterials. The result tends to be fewer fine-grained connections among neighborhoods, limited route options, and congested arterials. In Norman, the arterial system mostly follows the section line grid, dividing the city into one mile square grids. The primary exceptions are segments of Flood Avenue and Classen Boulevard that follow the principal BNSF rail line through the city. Most street connections outside of the Core Norman area lead to or from this major street grid, requiring most people to use these streets for at least part of their typical trips.

AIM Norman acknowledges there is a paradigm shift in transportation planning by relating transportation more closely to proposed changes in land use. Understanding that a vast majority of Normanites will continue to use

vehicular modes of transportation, an ever increasing number of street network users are now multi-modal users. Hence, a key to this is a different role for the collector streets and the gradual reintroduction of the alternative routes provided by a more granular grid network - a pattern already visible to at least some degree in Core Norman neighborhoods. AIM Norman’s Proposed Transportation Plan map proposes streets with greater connectivity for a secondary grid that connects all modes of transportation over longer distances at slower speeds. This requires a higher quality street design that naturally produces slower speeds and includes attractive facilities for pedestrians, cyclists, and other micro-mobility users that will help Norman create a better sense of place and a more livable transportation system. The map below shows the proposed functional classifications for freeways, turnpikes, highways, arterials, and collectors for the 2025 Comprehensive Transportation Plan Update.

Street Network

