

Traffic Management Around the OU Campus

Community Planning & Transportation
Committee

November 30, 2022

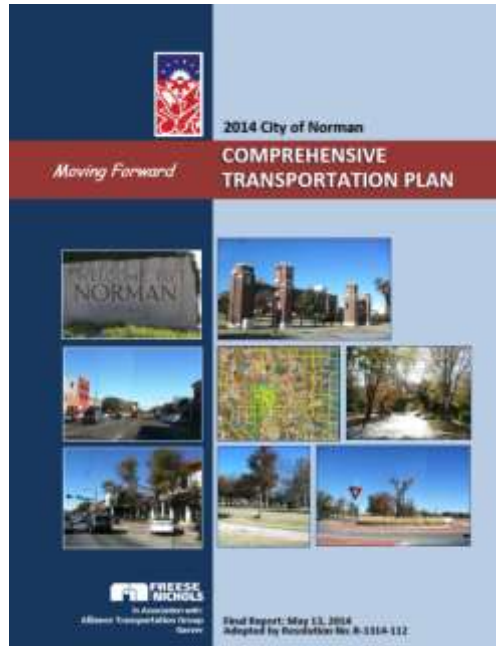


Agenda

- Comprehensive Transportation Plan
- 2019 Transportation Bond Election
- Next Steps



Comprehensive Transportation Plan



- Adopted by Norman City Council in May, 2014
- Contains a number of Action Items that can serve as a roadway improvement project for a potential submittal to ACOG as an STBG-UZA project
- Or...

Comprehensive Transportation Plan


- As a potential bicycle/pedestrian project for a future ACOG or ODOT TA Project






Additional Project Considerations

Special Corridors

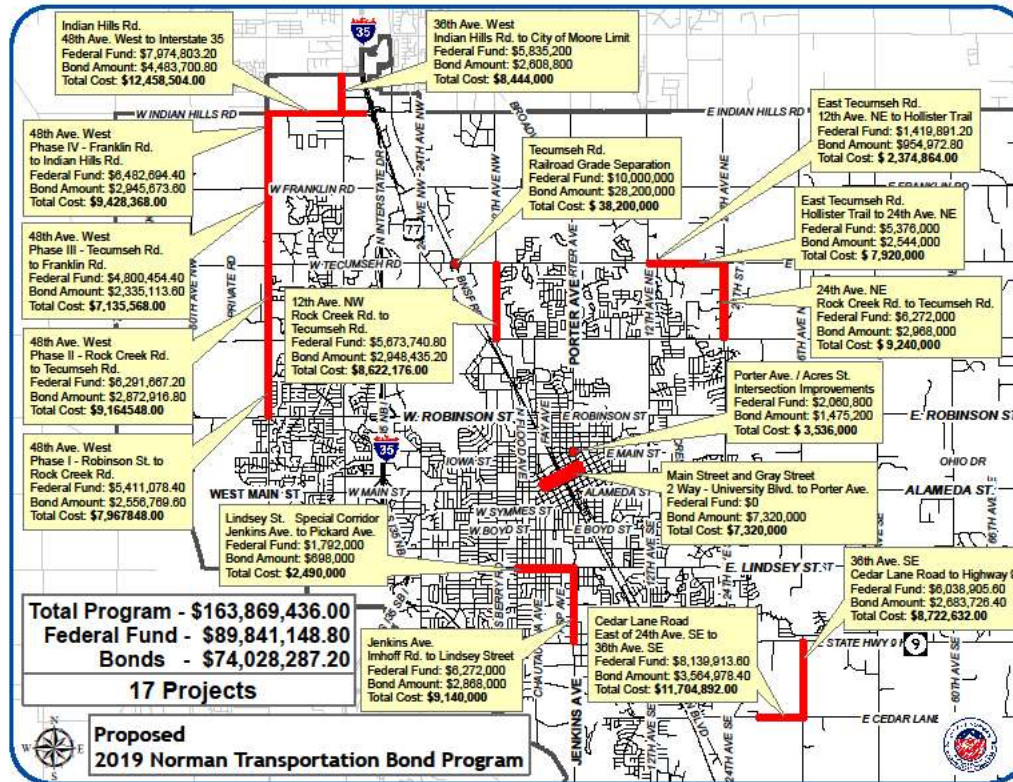
- Definition (CTP)- Transportation corridors designed with complete streets principles and context sensitive solutions in mind. The following corridors, in particular, are identified for heightened attention to such special considerations. The corridors will require further study and collaboration with stakeholders to identify all relevant issues and develop a design concept for each corridor.
 - Lindsey Street - between Berry Road and Jenkins Avenue
 - **Porter Avenue - between Alameda Street and Porter Avenue**
 - **Flood Avenue – between Main Street and Robinson Street**
 - **James Garner Avenue - between Boyd Street and Robinson Street**
 - Berry Road - between Imhoff Road and Robinson Street
 - James Garner Avenue connection to Flood Avenue will have significant impacts on three of the special corridors. Need to wait until the project is complete to reassess impacts on the design concept of these three corridors and the two-way conversion of Main Street and Gray Street in the Downtown area.
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2019 Transportation Bond Package

- Election held April 2, 2019
 - Proposition 1 was a \$72 million transportation bond which would undertake 19 transportation projects
 - The proposition passed by a margin of nearly 2 to 1 (9,038 votes for and 4,601 votes against)
 - The Lindsey Street Special Corridor (Pickard to Jenkins) was 2 of the 19 approved projects
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2019 Transportation Bond Projects Map



2019 Transportation Bond Project List

Construction Year	Project Name / Location	Federal Share	Bond Funds	Total Funds Available
2020	Porter Avenue and Acres Street	\$-	\$3,675,000	\$3,675,000
2021	Jenkins Avenue (Imhoff Road to Lindsey Street)	\$-	\$9,601,000	\$9,601,000
2021	Porter Avenue Streetscape	\$-	\$2,471,000	\$2,471,000
2022	James Garner Avenue - Acres to Duffy	\$-	\$4,951,000	\$4,951,000
2022	Gray Street Two-Way Conversion	\$-	\$4,816,000	\$4,816,000
2023	Cedar Lane Road - East of 24th Ave. SE to 36th Ave. SE	\$7,500,000	\$5,604,000	\$13,104,000
2023	Constitution Street - Jenkins to Classen	\$3,887,539	\$2,676,000	\$6,563,539
2024	36th Ave. NW - North of Indian Hills Rd to Moore City Limits	\$2,960,036	\$2,551,000	\$5,511,036
2024	Traffic Management Center	\$3,000,000	\$366,000	\$3,366,000
2025	36th Ave. SE - Cedar Lane Rd. to SH-9	\$5,075,919	\$3,033,000	\$8,108,919
2025	24th Ave. NE - Rock Creek Rd. to Tecumseh Rd.	\$6,517,615	\$3,690,000	\$10,207,615
2026	48th Ave. NW - Phase 1 - Robinson St. to Rock Creek Rd.	\$4,917,469	\$4,210,000	\$9,127,469
2027	Lindsey Street Special Corridor (Elm Ave. to Jenkins Ave.)	\$6,371,661	\$2,666,000	\$9,037,661
2028	Indian Hills Road - 48th Ave. NW to I-35	\$7,500,000	\$8,703,000	\$16,203,000
2028	Indian Hills Road and I-35 Interchange Match Funds	\$-	\$2,009,000	\$2,009,000
2029	48th Ave. NW - Phase 2 - Rock Creek Rd to Tecumseh Rd.	\$5,415,113	\$2,681,000	\$8,096,113
2029	Lindsey St. Special Corridor (Pickard Ave. to Elm Ave.)	\$2,789,063	\$2,112,000	\$4,901,063
2030	Tecumseh Road - 12th Ave. NE to 24th Ave. NE	\$6,901,160	\$3,971,000	\$10,872,160
2030	Rock Creek Road - Queenston to 24th Ave. NE	\$4,228,643	\$2,214,000	\$6,442,643
Totals		\$67,064,218	\$72,000,000	\$139,064,218

TRAFFIC MANAGEMENT, SPECIAL CORRIDORS AND STREETScape PROJECTS

Traffic Management Center (All Wards)

James Garner Avenue / Jenkins Avenue – Duffy Street to south of Acres Street (Ward 4)

Porter Avenue Streetscape (Ward 4)

Lindsey Street Special Corridor – Pickard Avenue to Jenkins Avenue (Wards 4 and 7)

Gray Street Two-Way Conversion (Ward 4)



Project Details

Lindsey Street Special Corridor – Pickard Avenue to Jenkins Avenue

Scope

- ✓ Roadway Widening to add left turn lane at intersections
- ✓ Traffic Signal Modifications
- ✓ On-Street Bicycle Lanes
- ✓ Stormwater Drainage System
- ✓ Curb and gutter
- ✓ Sidewalks



Key Issue:

Restricted left turns at signalized intersections, lack of continuous sidewalks and bicycle lanes, and chronic flooding. Need stakeholder participation to define final scope of project.

Key Stakeholder 

Construction Cost (Federal Share)	Total Cost	Bond Cost
\$10,296,562	\$16,104,425	\$5,807.863


Two Phases:

1. Pickard Avenue to Elm Avenue
2. Elm Avenue to Jenkins Avenue (with \$6.8 Million storm sewer)






Lindsey Street

- Before, during and since the passage of the 2019 Transportation Bond Package, there has been local discussion regarding the conversion of Lindsey Street between Elm Avenue and Jenkins Avenue to a pedestrian mall
 - Some of this discussion has been centered around the University's pending move from the Big 12 to the SEC Conference
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Lindsey Street

- The Council adopted Comprehensive Transportation Plan does not recommend that Lindsey Street be converted to a pedestrian mall
 - The 2019 Transportation Bond Package approved by voters did not include a concept to convert Lindsey Street to a pedestrian mall
 - This portion of Lindsey Street currently carries 14,000 vehicles per day including significant traffic related to the University
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Next Steps

- The pending update to the City's Comprehensive Transportation Plan could focus attention on the idea to convert Lindsey Street to a pedestrian mall between Elm Avenue and Jenkins Avenue
 - Significant modeling will need to be undertaken to understand the ramifications of closing a portion of Lindsey Street to the surrounding street network
 - There are impacts to the 2019 Transportation Bond Program if changes are made
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QUESTIONS?

