

2014 Norman Comprehensive Transportation Plan

- Recommended Alameda Street as Road Diet candidate

Bicyclist and Pedestrian Facilities Master Plan

Summary of Key Bicyclist and Pedestrian Plan Features

Based on feedback received from the CVC subcommittee on pedestrian, bicycle and streetscape, from OU Students, and from the Norman BAC, the bicycle facilities master plan was developed, as depicted in Figure 3.7. Key features of the plan include:

- Extension of the Legacy Trail to provide a loop around Max Westheimer Airport, including a grade separation over Robinson Street;
- Bike lanes along Lindsey Street from Elm Avenue to 24th Avenue W, connecting to the sidepaths along each side of the Lindsey crossing over I-35 to Ed Noble Parkway. Extend a trail west of Ed Noble Parkway along the north and south side of Lindsey/36th Avenue W. to Westernview/Willowbend, with a trail continuation westward to connect to 48th Avenue W.;
- Bike lanes along Ed Noble Parkway from Lindsey Street to Main Street;
- Bike lanes along Main Street from Cherry Creek to 48th Avenue W. and along 48th Avenue W. from Main Street to north of Indian Hills Road;
- Sidepaths along both sides of Rock Creek Road from Flood Avenue to 24th Avenue E.;
- Bike lanes on University Boulevard from Boyd Street to Apache Street, sharrows along Apache Street from University Boulevard to Webster Avenue, and bike lanes along Webster Avenue from Duffy Street to north of Gray Street;
- Reduce the Main Street and Gray Street one-way pair west of Porter Avenue from three lanes to two lanes, creating a buffer space between the rightmost travel lane and the parking area, with bulb-outs at the corners. This treatment will provide for shorter crossing distance for pedestrians, easier backing maneuvers for parked vehicles, and a usable roadway edge for on-street bicyclists.
- Conversion of Main Street and Gray Street, between Porter Avenue and the roundabout, from two way streets to a one-way street pair (Main Street east bound and Gray Street west bound) providing one travel lane, one parking lane/buffer lane, and one bike lane on each street;
- Widening of Acres Street to provide bike lanes from Berry Road to Porter Avenue;
- Future shoulder bike lanes on all principal and minor rural arterial roadways;
- Extension of Main Street east of 12th Avenue E as a multi-use path to tie to the local street network and extend to 24th Avenue E.
- Future multi-use trail along Robinson Street from 24th Avenue E to Lake Thunderbird Trail system, (along potential Waterline Trail from Parks Department Trails Master Plan);
- 12th Avenue E sidepaths from Tecumseh Road to Lindsey Street and along Lindsey Street from 12th Avenue E to Classen Boulevard, with a crossing of the railroad to tie to the sidepaths at OU.
- Potential road diets on some streets to introduce bike lanes.
 - Rock Creek Road between 48th Avenue W. and Grandview Avenue
 - W. Main Street between 48th Avenue W. and 36th Avenue W.
 - Alameda Street between Classen and 36th Avenue E., dependent upon the intensity of future development in the Alameda corridor and resultant future traffic volumes.
 - Rock Creek Road between 36th Avenue W. and 24th Avenue W., dependent upon the intensity of future development west of 36th Avenue W. and upon the courses of action taken to enhance access to and from I-35 north of Robinson Street.
 - Rock Creek Road between 12th Avenue W. and 12th Avenue E., dependent upon the intensity of future development in the Rock Creek Road corridor.
 - 60th Avenue W., Tecumseh Road to Indian Hills Road (currently programmed for widening from 2 lanes to 4 lanes, stripe new pavement for three lanes with bike lanes.)