

Project Evaluations and Scoring

Action # S3a

Project: Context Sensitive Roadway Improvements on Lindsey Street, Berry Road to Jenkins Avenue

The four-lane divided roadway section west of Berry Road will transition east of Berry Road to Elm Avenue to a roadway section consisting of one thru lane in each direction plus auxiliary lanes and/or roundabouts at intersections, bike lanes in each direction and sidewalks or side paths on both sides of the roadway. This typical section would be refined to fit the context of the adjacent land uses. The existing roadway segment between Elm Avenue and Jenkins Avenue would be evaluated for enhancements that better serve University of Oklahoma (OU) local traffic while serving the minor arterial roadway function of Lindsey Street. Develop the context sensitive complete streets design, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	20	
Complete Gaps in Network	20	
Strategic Element in System	15	
Expected Benefits vs Expected Cost	10	
Total	75	

Action # S3f

Project: Implement the Transportation Enhancements Recommended in Core Norman Neighborhood Plans

The city's Neighborhood Planning Program targets Norman's Core Area which is bounded roughly by Robinson Street on the north; 12th Avenue E on the east; Imhoff Road on the south, and Berry Road on the west. The Core Area contains around sixteen neighborhoods, including five lower income neighborhoods eligible for Community Development Block Grant funding. Complete the land use compatibility, parking, circulation, and neighborhood improvements planning for each of these neighborhoods. Design the needed improvements, arrange for funding and schedule the improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	20	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	20	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	15	
Total	70	

Action # M2h

Project: Improve the West Side of the Interchange of Robinson Street at I-35

A study has recently been conducted of the operations of Robinson Street at the interchange and service road connections on the west side of I-35. Collaborate with ODOT to assemble the funding for the needed improvements, dedicate the City of Norman portion of the funding, ROW, utility adjustments and other cost items, and schedule the improvements for construction.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	15	
Alleviate Traffic Congestion	20	
Complete Gaps in Network	10	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	15	
Total	70	

Action # M2i

Project: Improve Rock Creek Road, 48th Avenue W. to 36th Avenue W.

In response to growing development west of 36th Avenue, widen the existing two-lane section of Rock Creek Road to a three lane roadway to provide protected left turn storage, and add 5-foot bike lanes westward to Grandview Street. Provide 8-foot side paths on both sides of Rock Creek Road from Grandview Street to 36th Avenue to connect to the Legacy Trail on the other side of 36th Avenue W. Re-stripe the existing 4-lane segment of Rock Creek Road west of Grandview Street to a three-lane roadway with bike lanes. Allocate funding and design and construct the corridor improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	10	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	10	
Total	45	

Action # M3b

Project: Main/Gray Streets One-way Couplet, Porter Avenue to the Roundabout at Carter Avenue

Continuing the one-way couplet of Main and Gray Streets to the east of Porter Avenue will simplify the signal operations on Porter Avenue freeing up much needed signal green time, and will allow for the provision of one lane of traffic in each direction plus bike lanes and optional parking through the residential section of each roadway. Implementation will be accomplished predominantly by re-striping the street and associated modifications to traffic control, with special treatments at the fire station and the terminus at the roundabout.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	10	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	20	
Total	55	

Action # M3c

Project: Create a One-Way Couplet of Peters and Crawford Avenues, from Acres Street to Alameda Street

Working with the existing roadway pavement, designate Peters Avenue as a southbound one-way street and Crawford Avenue as a northbound one-way street between Acres and Alameda Streets. West of Gray Street, Peters and Crawford Avenues would each consist of one through lane with a parking lane and a bike lane. Between Main and Gray Streets, each street would have two lanes in one direction with curbside parking on one or both sides. South of Main Street, each street would have one or two lanes in one direction with curbside parking on one or both sides, depending on the width of the existing roadway. To complete the couplet, the section of Alameda Street between Peters and Crawford Avenues would be converted to one-way eastbound, with a roundabout or other traffic control measure at the intersection of Alameda Street at Crawford Avenue.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	5	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	20	
Total	45	

Action # S3b

Project: Context Sensitive Improvements on Porter Avenue, Acres Street to Alameda Street

A study conducted of the potential enhancement of Porter Avenue, from Acres Street to Alameda Street, suggested that Porter Avenue could be reduced to a three lane typical section so that sidewalks could be enhanced to facilitate the redevelopment. Synchro modeling of an enhanced three-lane section, with four lanes between Main and Gray, indicates that the three-lane section would operate well with existing levels of traffic plus growth of about 25%. The existing four-lane section was likewise modeled, with the finding that the existing four-lane section would operate well with a growth of about 25%. However, there was also a desire to introduce transit service into the Porter Avenue corridor, and a four-lane section would operate well when allow transit stops in the right most lane. For a three-lane section, the transit stops would need to be pull-overs. Develop the context sensitive complete street design, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	5	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	40	

Action # S3c

Project: Context Sensitive Improvements on James Garner/Jenkins Avenue, Acres Street to Boyd Street

The proposed extension of James Garner Avenue to the north, across Robinson Street to tie to N. Flood Avenue, will displace the Legacy Trail, pass close to existing neighborhood, and allow various potential connections to Flood Avenue and Robinson Street. The connection to Flood Avenue to the north will bring a component of through traffic to the segment of James Garner Avenue south of Acres Street which currently is a meandering two lane roadway with on-street parking to Boyd Street. Potential densification of development along James Garner/Jenkins Avenue, between Main Street and Boyd Street, will increase the significance of the need for good access and circulation, off-street parking, and increased accommodations for bicycle and pedestrian mobility. Design the travel lanes, bike lanes, bus accommodations, sidewalks and corridor parking provisions to support higher density development and transit oriented development. Develop the context sensitive design with considerations for future development, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	5	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	15	
Total	50	

Action # S3e

Project: Context Sensitive Improvements on Main and Gray Streets from Flood Avenue to Jones Avenue and Modify the Western End of the Couplet

The context for the Main/Gray Street couplet is to both bring traffic into the Downtown and provide access and circulation to the businesses along the Downtown streets. With the offset network of streets near Downtown, Main and Gray Streets allow movement through the Downtown for origins and destinations surrounding Downtown, and thus serve as Minor Arterials through Downtown. Prepare a detailed assessment of reducing both Main Street (eastbound) and Gray Street (westbound) to two lanes each west of the railroad crossing. Enhance the western transition of the couplet by strengthening the westbound traffic flow at University Boulevard, potentially converting University Boulevard to three one-way southbound lanes between Gray and Main Streets. Gray Street west of University Boulevard would be converted to a collector street, reduce traffic feeding onto Flood Avenue, and allow localized redevelopment along Gray Street between University Boulevard and Flood Avenue.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	15	
Complete Gaps in Network	0	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	10	
Total	45	

Action # S5a

Project: Create a Railroad Grade Crossing at Lindsey Street

A railroad grade separation study, conducted for the City of Norman in 2003, evaluated grade separations at Robinson Street and at Lindsey Street crossings of the railroad. The Robinson Street grade separation was completed in 2012. Prepare designs, assemble local, state and federal funding and schedule the project for implementation of a railroad grade separated crossing for Lindsey Street.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	20	
Alleviate Traffic Congestion	0	
Complete Gaps in Network	0	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	10	
Total	40	

Action # M2a

Project: Improve Chautauqua Avenue, from Imhoff Road to Lindsey Street

To facilitate the use of SH 9 for access to OU from I-35, and to facilitate traffic access and circulation on the south side of the OU campus, widen the remaining two-lane section of Chautauqua Avenue to create a four-lane roadway with sidepaths on each side between Imhoff Road and Lindsey Street. Develop the context sensitive design, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	10	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	10	
Total	40	

Action # M2b

Project: Improve Jenkins Avenue, from Constitution Street to Lindsey Street

To facilitate the use of SH 9 for access to OU from I-35, and to facilitate traffic access and circulation on the south side of the OU campus, widen the remaining two-lane section of Jenkins Avenue to create a four-lane roadway with sidewalks and/or sidepaths on each side between SH 9 and Lindsey Street. Develop the context sensitive design, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	10	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	10	
Total	40	

Action # M2c

Project: Improve SH 9 from 24th Avenue W. to 12th Avenue E.

To facilitate the use of SH 9 for access to OU from I-35, the current delays experienced along SH 9 need to be mitigated. The ACOG Encompass 2035 includes a medium range project for ODOT to improve SH 9, from 24th Avenue W. to 12th Avenue E. (just west of the US 77/Railroad overpass). The improvement is planned for a widening from four lanes to six lanes, but alternative configurations should be examined to include potential grade separations at certain interchanges with the local street network. Collaborate with ODOT to develop the design, assess opportunities for introduction of locally preferred alternatives, arrange for any needed local funding, and collaborate with ODOT regarding the schedule for implementation. Incorporate a trail along the north side of the corridor.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	15	
Complete Gaps in Network	0	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	10	
Total	40	

Action # M2d

Project: Widen 12th Avenue W. from Rock Creek Road to Tecumseh Road

Widen from 2 lanes to 4 lanes plus bike lanes and sidepaths, in anticipation of potential new commercial and light industrial development on the west side near the railroad and residential development along the east side. The sidepaths along 12th Avenue W. will complement the trails within the development east of the roadway and connect to the sidepaths along Rock Creek Road and Tecumseh Road and the western terminus of the proposed trail network along Little River. The roadway will also be in near proximity to the potential commuter rail station near Tecumseh Road and should support such traffic circulation. Develop the context sensitive design, arrange funding, and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	15	
Complete Gaps in Network	5	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	45	

Action # M2I

Project: Improve Imhoff Road, from Classen Blvd to 24th Avenue E.

Re-stripe existing 4-lane roadway pavement with 3 travel lanes plus on-street bike lanes. Widen existing two-lane section of roadway to three lanes plus bike lanes and provide sidepaths on both sides. Allocate funding, prepare the context sensitive design, and construct the corridor improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	15	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	15	
Total	50	

Action # M2p

Project: Access Management Improvements on 12th Avenue E., from Robinson Street to Classen Boulevard

12th Avenue E. could benefit from application of access management principles and treatments to delay the need to widen the roadway to six lanes. Improve the segments of 12th Avenue E that are 4 lanes to 4-lane divided with a raised median to introduce left turn auxiliary lanes to major driveways. Add raised medians to segments of the roadway are 5 lanes wide including a flush two-way center left turn lane to create order to the left turning movements and enhance safety. To the extent feasible at locations of more dense retail development, provide for consolidation of driveways and creation of a primary driveway with deceleration lanes and directions turn lanes at a raised median opening.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	0	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	15	
Total	40	

Action # M2q

Project: Provide Access to and from I-35 and the Development along the West Side of 24th Avenue W. between Robinson Street and Tecumseh Road

The planned intensity of development of the University North Park (UNP) and other properties along 24th Avenue W can be expected to overload the intersection of 24th Avenue W at Robinson Street as well as at Tecumseh Road. Collaborate with ODOT and development interests to develop a concept to provide better access from the UNP development to and from northbound I-35 between Robinson Street and Tecumseh Road. Collaborate with ODOT to develop the design, assess opportunities for introduction of locally preferred alternatives, arrange for any needed local funding, and collaborate with ODOT regarding the schedule for implementation. Incorporate a trail along the north side of the corridor.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	20	
Complete Gaps in Network	5	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	45	

Action # M3a

Project: James Garner Avenue Extension, from Acres Street to Flood Avenue

Realign the Legacy trail and extend James Garner Avenue as a two-lane roadway from Acres Street northward to a crossing over the depressed Robinson Street, using the already provided abutments, and create a connection to Flood Avenue north of Robinson Street. Truncate the local streets north of Acres Street to not intersect with James Garner Avenue extension. Allocate funding and design and construct the corridor improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	0	
Alleviate Traffic Congestion	15	
Complete Gaps in Network	5	
Strategic Element in System	20	
Expected Benefits vs Expected Cost	5	
Total	45	

Action # M2n

Project: Improve SH 9, from 72nd Avenue E. to 168th Avenue E.

The ACOG 2035 Encompass Plan includes a long range project for ODOT to widen SH 9 from 2 lanes to 4 lanes to the eastern extent of Norman. Though the Norman area travel demand model did not indicate the improvement was essential for needed capacity of the corridor by 2035, the improvements would have safety benefits and fulfill the longer term purpose of SH 9 for the regional arterial network. This improvement should be accompanied by the creation of a trail along the north side of SH 9 (see Action M6h). Collaborate with ODOT to develop the design, assess opportunities for introduction of locally preferred alternatives, arrange for any needed local funding, and collaborate with ODOT regarding the schedule for implementation. Incorporate a trail along the north side of the corridor.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	5	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	5	
Total	30	

Action # M2o

Project: Improve 48th Avenue W., from Indian Hills Road to Main Street

Widen the existing 2-lane roadway to a 3-lane roadway with bike lanes in each direction and an 8-foot wide sidewalk along the eastern side of the roadway. Develop the design and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	10	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	5	
Total	30	

Action # M3d

Project: Improve Acres Street, Berry Road to Porter Avenue

Acres Street is a collector roadway with a rural two-lane cross section within the urban core of Norman, and is a designated bike route on the city's Bicycle Plan. Improvements are needed on Acres Street, from Berry Road to Porter Avenue, to provide an urban street section with one lane in each direction plus bike lanes. Evaluate roundabouts as an alternative to traffic signals at the collector and minor arterial street crossings. Budget for the improvements, prepare context sensitive designs responsive to the adjacent land uses, access and parking needs, and schedule the project for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	5	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	35	

Action # M3f

Project: Improve Berry Road, Robinson Street to Lindsey Street

A significant portion of the street pavement along Berry Road, from Robinson Street to Imhoff Road, is in need of repair or replacement in the near future, according to the Pavement Conditions Index monitoring conducted for the city. Berry Avenue is currently mostly uncongested, and the 2035 Norman travel demand model indicates that it will not be congested in the 20-year horizon. Berry Road is proposed as a minor arterial and a significant north-south spine for on-street bicycling. Berry Road should be reconstructed, retaining two through lanes plus turn lanes or roundabouts at intersections, with sections of 2-lane divided where appropriate to enhance the aesthetics of the roadway, plus bike lanes and sidewalks on both sides. Consideration should be made for replacement of existing on-street parking with other suitable accommodations. Budget for the improvements, prepare context sensitive designs responsive to the adjacent land uses, access and parking needs, and schedule the project for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	10	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	40	

Action # M3g

Project: Improve Classen Boulevard, from Lindsey Street to 12th Avenue E.

Add one additional lane northbound from 12th Avenue E. to Lindsey Street, and complete the 8-foot wide sidepaths along both sides of the roadway. Develop the design and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	15	
Complete Gaps in Network	5	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	10	
Total	40	

Action # S3d

Project: **Context Sensitive Improvements on Flood Avenue, from Robinson Street to Main Street**

Traffic on Flood Avenue south of Robinson Street currently experiences moderate congestion during the AM and PM peak hours due to the capacity constraints of the two lane section just north of Acres Street, exacerbated by the driveway activity in and out of the adjacent development. Widening to a three-lane section north of Acres Street would improve throughput on Flood Avenue by allowing left turns a place to get out of the flow of traffic. Provision of cross access among adjacent parking lots would allow consolidation of driveways and further improve the throughput capacity of the roadway. Provision of sidewalks along Flood Avenue would facilitate walking and bicycling trips from nearby residential areas. Develop the context sensitive design, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	15	
Complete Gaps in Network	5	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	40	

Action # M2e

Project: Improve Porter Avenue, from Indian Hills Road to Tecumseh Road

Widen Porter Avenue from its current 2 lanes to 4 lanes, plus bike lanes and sidewalks to support anticipated new development along the corridor and to provide connectivity to the Moore roadways and potential bikeways in Moore. Develop the context sensitive design, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	10	
Complete Gaps in Network	0	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	5	
Total	25	

Action # M2f

Project: **Realign the Southeastern Terminus of Broadway at Porter Avenue**

In conjunction with, or independent of, the improvement to Porter Avenue between Indian Hills and Tecumseh, relocate the intersection Broadway with Porter Avenue to a location midway between Franklin and Indian Hills. This treatment will move the intersection to a functionally more efficient distance away from the Franklin Road/Porter Avenue intersection to improve safety and operations. The new intersection of Broadway at Porter Avenue will also create an intersection with the collector street network. Develop the context sensitive design, and arrange funding and schedule for implementation.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	0	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	5	
Total	25	

Action # M2g

Project: **Widen Indian Hills Road, 48th Avenue W to 24th Avenue W and Improve the Interchange with I-35**

The current interchange of Indian Hills Road with I-35 has various on-ramp and off-ramp conflicts and configurations that become increasingly cumbersome with growing traffic levels. The two-lane Indian Hills Road crossing over I-35 will not support significant traffic growth from anticipated development of large undeveloped parcels of land along the corridor. Develop the context sensitive design for the proposed arterial roadway segment in collaboration with ODOT, and arrange for local funding of improvements to Indian Hills Road and desired interchange enhancements, to match and/or supplement the state and federal funding. Facilitate the implementation of the design and implementation of the improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	5	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	35	

Action # M2j

Project: Improve Franklin Road, from 48th Avenue W. to N. Interstate Drive

Improve the traffic flow along the roadway in response to growing development by widening to a three lane roadway to provide protected left turn storage to serve the expanding residential development, and add 5-foot bike lanes connecting 48th Avenue W. and N. Interstate Drive. Provide 5-foot sidewalks on both sides of the improved street. Allocate funding and design and construct the corridor improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	10	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	10	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	5	
Total	35	

Action # M2k

Project: Improve Lindsey Street, from 24th Avenue E. to 36th Avenue E.

Continue the 5-lane urban arterial section from 24th Avenue E. to 36th Avenue E., transitioning to a three-lane rural section at 36th Avenue E. Provide both bike lanes and sidepaths from 24th Avenue E to 36th Avenue E, to complete the bicycle and pedestrian plan for this segment of roadway. Allocate funding and design and construct the corridor improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	10	
Strategic Element in System	5	
Expected Benefits vs Expected Cost	5	
Total	30	

Action # M2m

Project: Improve 48th Avenue E., from Franklin Road to SH 9

Accentuate the division between urban and rural development areas of Norman by improving the rural 2-lane section to a rural 3-lane section with shoulder bikeways and adjacent trails on both sides. Allocate funding, prepare the design, and construct the corridor improvements.

Evaluation Criteria	Score	Notes
Alleviate Barriers or Improve Safety	5	
Alleviate Traffic Congestion	5	
Complete Gaps in Network	10	
Strategic Element in System	10	
Expected Benefits vs Expected Cost	5	
Total	35	