Appendix F: Other Corridor Treatment Concepts

Corridor Treatment Concepts

During the working meetings with the CVC modal Subcommittees, concepts for some context sensitive solutions were prepared and discussed amongst a mixed grouping of the modal Subcommittee members. Some of the special corridor concepts were presented in Appendix E. This appendix contains many of the remaining concepts that were shared with the modal subcommittees.

The corridors will require further study and collaboration with stakeholders to identify all relevant issues and develop and design concept for each corridor. Three corridors in particular are included as special corridors that are particularly sensitive to the context of their surroundings:

- Main Street/Gray Street Couplet East of Porter Avenue
- Main/Gray Streets One-way Couplet, Porter Avenue to the Roundabout at Carter Avenue
- Create a One-Way Couplet of Peters and Crawford Avenues, from Acres Street to Alameda Street
- Bike Lanes on University and Webster

The following project descriptions and illustrative diagrams were developed for discussion purposes only during the formation of the CTP, and do not represent actual design concepts by the City of Norman nor do they represent any concurrence by any group within the city regarding the elements of the concepts.

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

(Implementation Action M3b)

Purpose: Enhance the neighborhood atmosphere of the two streets by reducing to one travel lane, adding bike lanes and potentially adding parking along the street, while simplifying the intersections at Porter Avenue

Both Main Street and Gray Street east of Porter Avenue to the roundabout at Carter Avenue would be converted to provide just one lane plus a bike lane in each direction. Conversion of the two lanes of traffic to one lane of traffic would allow for the provision of a buffer area between the travel lane and bike lane. Alternatively, the width could be used to provide parking along both Main and Gray Streets.

Continuing the one-way couplet of Main and Gray Streets to the east of Porter Avenue will provide many benefits, including:

- Provide for a bicycling corridor connecting the trails alongside Main Street east of the roundabout to Porter Avenue and Downtown
- Optionally provide curbside parking along one side of Main and Gray Streets through the residential section east of Porter Avenue
- Reducing the number of directional movements that need to be accommodated at the Main and Gray Street signal operations on Porter Avenue, freeing up much needed signal green time along Porter Avenue.

Implementation will be accomplished predominantly by re-striping the street and associated modifications to traffic control. Some minor physical channelization may be needed to create a U-turn from Main Street to Gray Street at the western edge of the roundabout.

Special lane designation treatment will be needed to provide for and emergency vehicle contraflow lane for the one block from the fire station to Porter Avenue.

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CITY OF NORMAN
TRANSPORTATION PLAN
ONE-WAY COUPLET: MAIN ST AND GRAY ST
UNIVERSITY BLVD - S PORTER AVE
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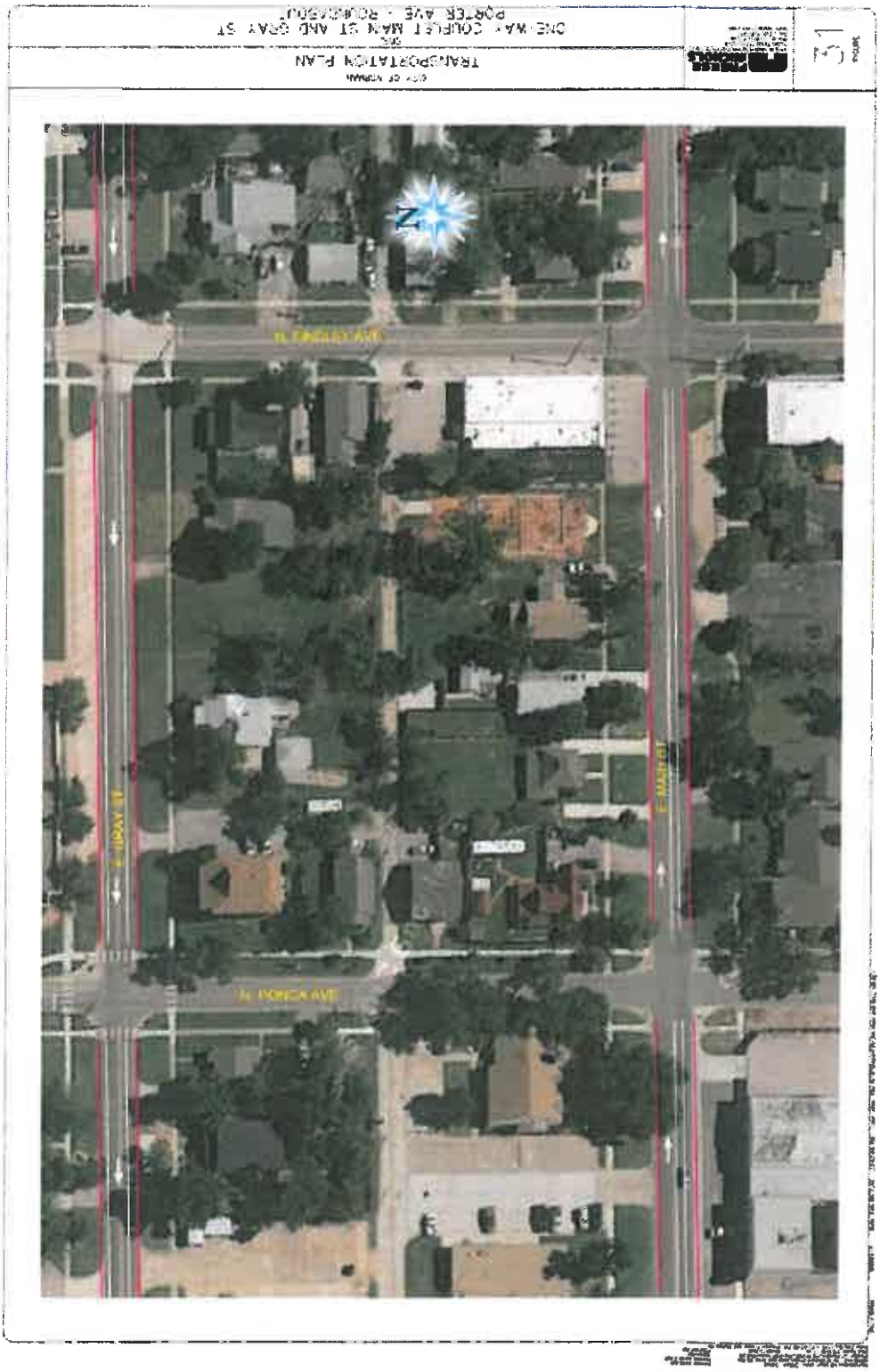
19


TRANSPORTATION PLAN
ONE-WAY COUPLET MAIN ST AND GRAY ST
PORTER AVE - ROBINSON
N. PORTER AVE
E. MAIN ST
E. GRAY ST

E. GRAY ST
E. MAIN ST
N
TRANSPORTATION PLAN
ONE-WAY COUPLET MAIN ST AND GRAY ST
PORTER AVE - ROUNDABOUT


TRANSPORTATION PLAN
ONE-WAY COUPLET MAIN ST AND GRAY ST
PORTER AVE - ROUNDABOUT
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Road Diet for Main and Gray Streets from Flood Avenue to Jones Avenue, and Modify the Western End of the Couplet

(Implementation Action S3e)

Purpose: Reduce the footprint of the traffic lanes through downtown and provide enhanced safety for parking maneuvers while allowing for conveyance of bicycles

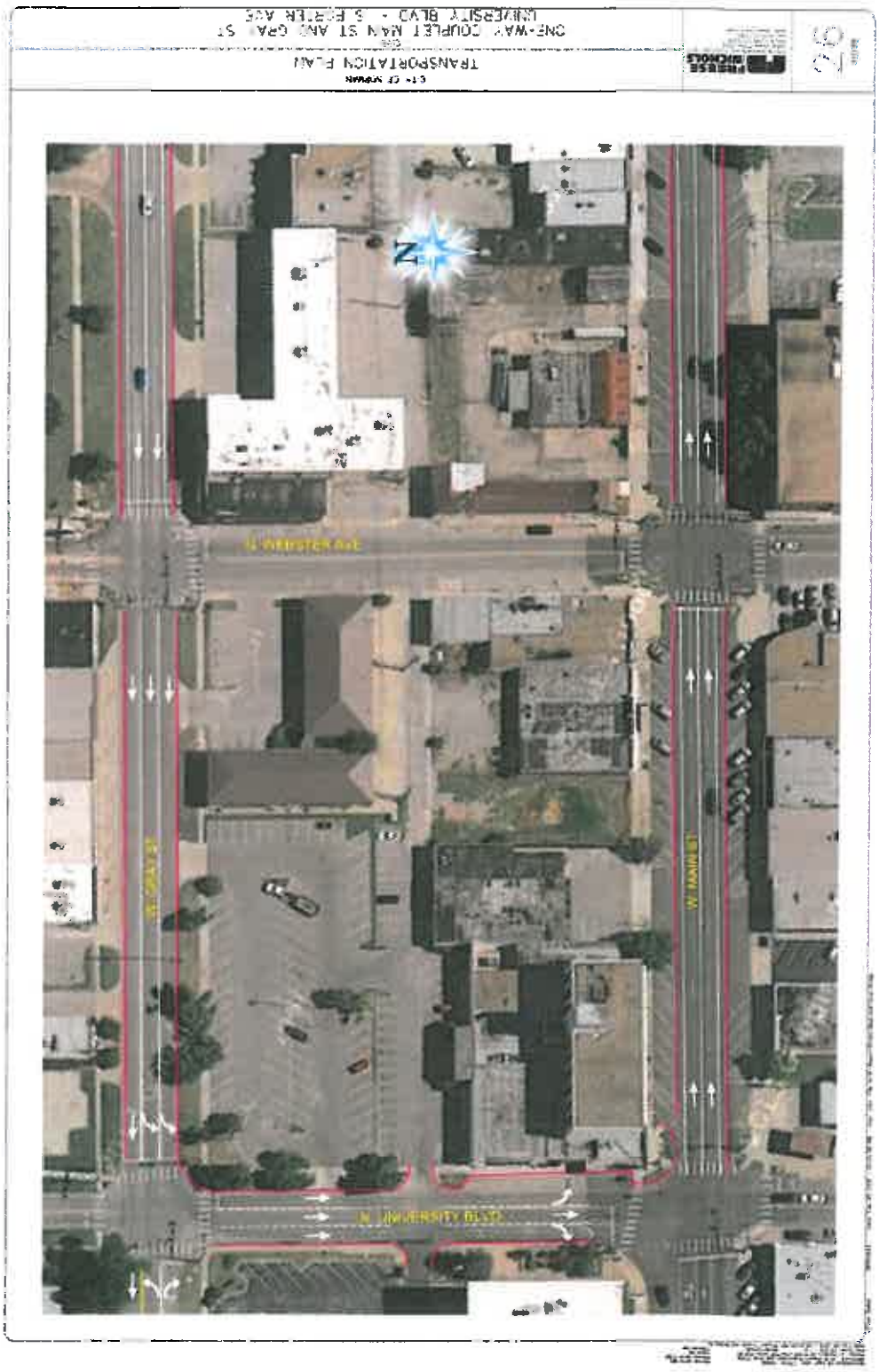
The context for the Main/Gray Street couplet is to both bring traffic into the Downtown and provide access and circulation to the businesses along the Downtown streets. With the offset network of streets near Downtown, Main and Gray Streets allow movement through the Downtown for origins and destinations surrounding Downtown, and thus serve as Minor Arterials through Downtown.

A concept was envisioned that would reduce both Main Street (eastbound) and Gray Street (westbound) to two lanes each west of the railroad crossing.

- Main Street west of the railroad – three eastbound lanes would be reduced to two eastbound lanes and the lane width split along each side of the travel lanes to provide space between the travel lanes and the angled parking lanes. This treatment will enhance the safety of the backing-out maneuvers from the parking stalls and will also provide space for bicyclists to ride along Main Street from Webster Avenue into Downtown
- Main Street east of the railroad – two lanes west of the railroad will transition to the existing three lanes east of Jones Street
- Gray Street east of the railroad – three westbound lanes would be reduced to two westbound lanes and the lane width split along each side of the travel lanes to provide space between the travel lanes and the angled parking lanes. This treatment will enhance the safety of the backing-out maneuvers from the parking stalls and will also provide space for bicyclists to ride along Gray Street from east of Porter Avenue into Downtown
- Gray Street west of the railroad - two lanes east of the railroad will continue as two lanes west of the railroad, then transition to three lanes between Webster Avenue and University Boulevard

The concept also included enhancements to the western transition of the couplet by strengthening the transition of the westbound traffic flow back to two-way Main Street at University Boulevard. This is accomplished by converting the one block of University Boulevard between Gray and Main Streets to three one-way southbound lanes, with a double left turn from Gray Street to University Boulevard and a double right turn from University Street to the westbound lanes of Main Street.

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.


TRANSPORTATION PLAN
ONE-WAY COUPLET NAW ST AND CAN ST
UNIVERSITY BLVD - S FOSTER AVE
N
W MAIN ST

Other Corridor Concepts


TRANSPORTATION PLAN
ONE-WAY COUPLET MAIN ST AND CRAIG ST
UNIVERSITY BLVD - S PORTER AVE
N PETERS AVE
N JONES AVE
N MAIN ST
N PORTER AVE
N

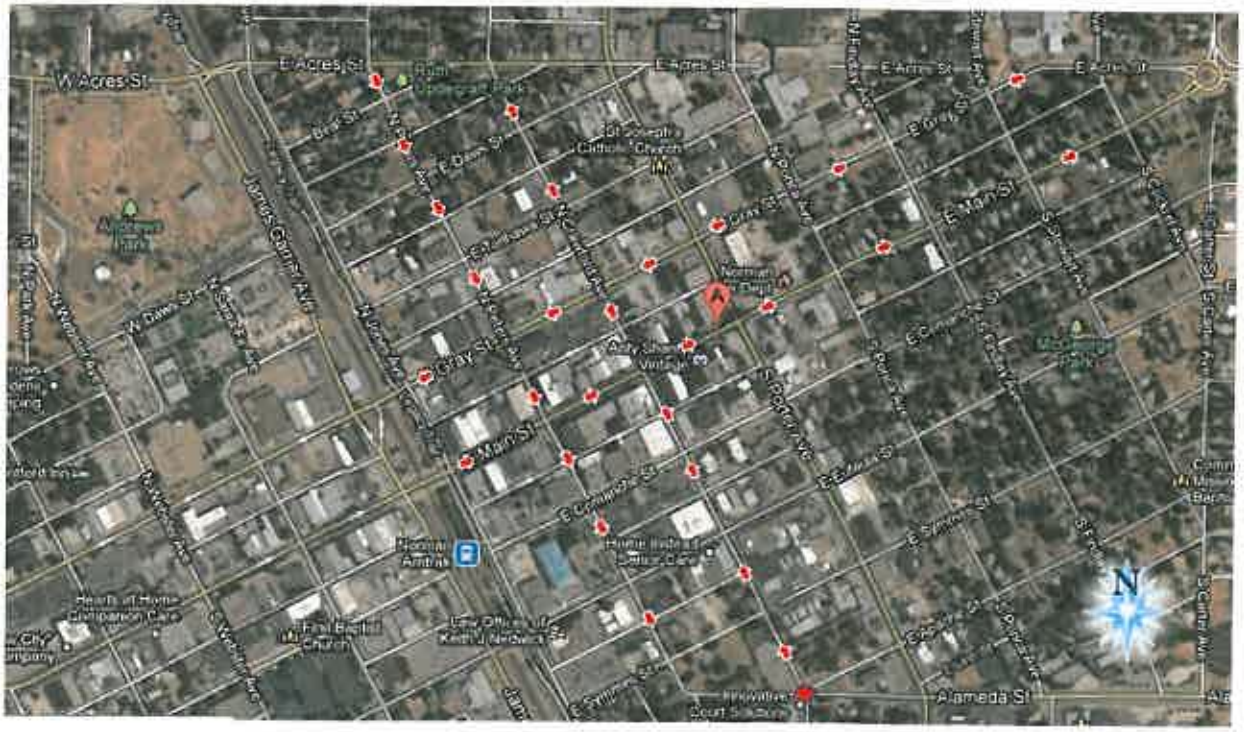
E. MAIN ST
N. PEEPER AVE
N
TRANSPORTATION PLAN
ONE-WAY COUPLET MAIN ST AND GRAY ST
UNIVERSITY BLVD - S PEEPER AVE

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

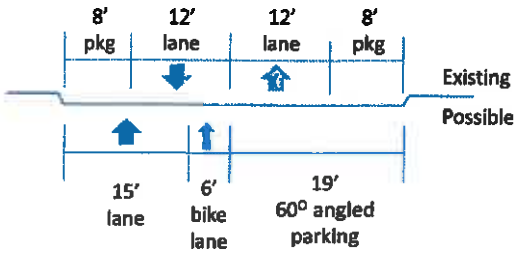
(Implementation Action M3c)

Purpose: Simplify the intersections with Main and Gray Streets and provide for bicycle conveyance through Downtown, while providing enhanced traffic patterns parallel to Porter Avenue

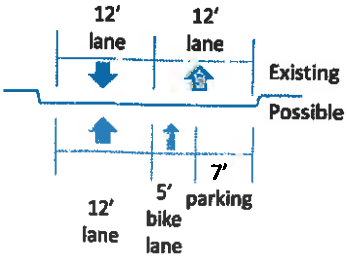
Working with the existing roadway pavement, designate Peters Avenue as a southbound one-way street and Crawford Avenue as a northbound one-way street between Acres and Alameda Streets. West of Gray Street, Peters and Crawford Avenues would each consist of one through lane with a parking lane and a bike 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.



Section Between Main and Gray



Sections East and West of Downtown



Other Corridor Concepts


TRANSPORTATION PLAN
ONE-WAY COUPLET PETERS AND CRAWFORD AVE
E. ACRES ST. - ALAMEDA ST
N

Other Corridor Concepts

E CRAWFORD AVE
E EUFAULA ST
E EUFAULA AVE
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CITY OF NORMAN
TRANSPORTATION PLAN
ONE-WAY COUPLET PAIRS AND CRAWFORD AVE
E. ACRES ST - ALAMEDA ST

Bike Lanes on University and Webster

(part of Implementation Action M6a – Restripe Identified Existing Streets to Add Bike Lanes)

Purpose: Provide for enhanced bicycle conveyance between the northern edge of OU and Downtown

Several streets in the Bicycle and Pedestrian Plan are proposed along streets that are currently of sufficient width to allow striping or re-striping to add 5-foot wide bike lanes . The OU bicycle Plan indicates that bike lanes are proposed along the entry drive south of the intersection of University Boulevard at Boyd Street.

As part of the City's Bike Plan, the existing streets between Boyd Street and the Main/Gray Street couplet would receive treatments to enhance the attraction and safety of bicycle travel as follows:

- On S. University Boulevard, between Boyd Street to W. Apache Street - re-stripe the existing two 15-foot through lanes to 10-foot through lanes and stripe a 5-foot bike lane next to the curb in each direction
- On Apache Street between University boulevard and Webster Avenue – add sharrows to the pavement and designate as a bike route
- On Webster Avenue, between Duffy Street to Daws Street - re-stripe the existing two 15-foot through lanes to 10-foot through lanes and stripe a 5-foot bike lane next to the curb in each direction.


N
W. Gray Street
W. Main Str


N


N


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