

CITY COUNCIL CONFERENCE MINUTES

August 27, 2013

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a conference at 5:30 p.m. in the Municipal Building Conference Room on the 27th day of August, 2013, and notice and agenda of the meeting were posted at the Municipal Building at 201 West Gray, and the Norman Public Library at 225 North Webster 24 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Castleberry, Griffith, Heiple, Holman, Jungman, Kovach, Miller, Williams, and Mayor Rosenthal

ABSENT: None

Item 1, being:

DISCUSSING REGARDING THE WEST LINDSEY STREET BOND PROJECT BETWEEN I-35 AND BERRY ROAD.

Councilmember Castleberry abstained from participation in the discussion of this project as he is a property owner within the project parameter.

Mayor Rosenthal said the meeting will begin with a video illustrating the proposed design of Lindsey Street prepared by SAIC. Mr. Scott Sturtz, Capital Projects Engineer, narrated the video. He said plans include landscaped street sides; colorized bike lanes; mid-block colorized U-turns with pedestrian crossings; knock-outs at U-turns to ensure large trucks can make the turn safely; signalized intersections with U-turns and knock-outs; three to four-foot medians; and the Imhoff Bridge will remain two lanes with a raised median.

Mr. Sturtz said the City's current project design proposal consists of four vehicular travel lanes with 11-foot lanes and five-foot bike lanes on both sides of the roadway. He said the total distance from curb to curb is 67-feet and this design would fit within the current 100-foot right-of-way. He highlighted the University of Oklahoma's (OU) proposal prepared by the Institute for a Quality Community (IQC) that consists of two 12-foot vehicular travel lanes with nine-foot auxiliary lanes on the outside and six-foot bike lanes. The auxiliary lanes could be used for bus pull outs and aid in ingress and egress of driveways. The total distance from curb to curb is 67 feet and fits within the 100-foot right-of-way. He said a roundabout is being proposed which may require additional right-of-way.

Mr. Sturtz said IQC is proposing a continuous, raised center median to improve traffic safety and the City is proposing a two-way left turn lane along sections of the corridor to allow access to the 90 driveways; however, sections of Lindsey corridor approaching the signalized intersections have a raised center median to improve safety. The compromised proposal is a continuous raised center median with U-turns at intersections and mid-block U-turn opportunities through the entire length of the project. IQC is proposing mid-block pedestrian crossings at a minimum spacing of 330 feet and the City proposed controlled crossings at signalized intersections, but the City will compromise with mid-block pedestrian crossings at the mid-block U-turn locations. IQC is proposing a triple canopy along Lindsey Street and the City proposed a double canopy with trees along the right and left sides, but would compromise to include a continuous raised center median with landscaping (triple canopy). IQC is proposing minimum five-foot sidewalks on both sides, which is already included in the City's proposal. IQC is proposing colorized bike lanes and this is already included in the City's proposal. IQC is proposing colorized U-turn lanes and the City proposed the center two-way left turn be colorized for distinction, but with the compromise of including coloring on the raised median design with mid-block U-turns. IQC is proposing bold edge lines (8"-10") on pavement that was not included in the City's design, but is currently being included in the design. IQC is proposing bicycle parking and the City is supporting the addition of street

furniture, including bicycle racks that are currently being included in the design. IQC is proposing modern roundabouts, which is not in the City's proposal; however, the City supports a design exercise in continued collaboration with OU to pursue the opportunity for a modern roundabout at the intersection of Lindsey Street and Berry Road.

Mr. Eddie Haas, Freese and Nichols, Project Manager on the City of Norman Comprehensive Transportation Plan (CTP) Development, highlighted CTP issues related to Lindsey Street. He said the Lindsey Street Corridor is commercial on the western sector and residential on the eastern sector at Berry Road and highlighted poor operational traffic conditions throughout the corridor. He said from an accident safety standpoint, there is a significant amount of accident activity along Lindsey Street at McGee Drive and Berry Road because there are a lot of driveways. Lindsey has a little over 53 driveways per mile when there are generally 10 to 20 driveways per mile so there needs to be a way to control access to these driveways, which is part of the ultimate design. He said the corridor provides mobility within the community between the retail areas and institutional uses, but it also provides mobility to and from I-35.

Mr. Haas said the CTP looks at the regional model and a Norman sub-area model. He said the regional model is used as the basis for identifying and funding projects throughout the region. From the regional model a sub-area model was developed that shows a naturally heavy commute to and from the north (Oklahoma City). The sub-area model depicts how Norman is growing in population and employment. He said the CTP 2035 Travel Forecast was correlated with the Norman 2025 Land Use and Transportation Plan and a Lindsey Street Alternative Configuration was developed that consists of a four-lane divided scenario from I-35 to McGee Drive and a two lane scenario east of McGee Drive to OU Campus. The scenario assumes traffic signals at I-35 and 24th Avenue and one lane roundabouts at every intersection from Murphy Street to Elm Street with the exception of Murphy Street that will have a two lane roundabout. He said this will help determine if there are any advantages to roundabouts. He said results show traffic patterns stayed about the same meaning the corridor is an attractive corridor primarily because of I-35 and its proximity to OU. He said the roundabouts would offer some operational efficiency that could actually pull some traffic off of Boyd Avenue, Berry Road, and Chautauqua Avenue onto Lindsey Street assuming an increase of 7,000 to 9,000 trips east of Berry Road.

Mr. Haas said recommendations are to consider a roundabout east of Berry Road plus sidewalks and bike lanes and retain four lanes on Lindsey Street between I-35 to Berry Road with two lanes east of Berry Road.

Councilmember Jungman said the model shows Lindsey Street heavily congested between McGee Drive and Berry Road and asked if that meant traffic is stopped and Mr. Haas said basically yes, probably at least for a cycle or two of traffic signals to clear that traffic. Mr. Haas said, in reality, traffic will try to find a way around that and a four lane section is one way to avoid traffic peeling off into residential areas.

Mayor Rosenthal said the frequency of vehicle trips over the last ten years is pretty flat so a large anticipated growth does not seem likely and Mr. Haas said if there is a change in the development scenario within this corridor to a more mixed environment, particularly between I-35 and Berry Road, where there are commercial venues and if the corridor is more walkable there will be more growth. Mayor Rosenthal said a public criticism has been that if you build it they will come and that is exactly what this forecast has done. She said that is the struggle Council faces on this project.

Councilmember Holman said since 2004 the number of vehicle miles driven has been on the decline and since 2009 specifically it has been a very sharp decline especially among younger generations who are driving less. He said vehicles are also expensive and asked if the forecast projection has taken that into account. Mr. Haas said, in a way, yes, because the forecast looked at the Behavior Travel Survey conducted in 2009, which was a detailed survey for travel patterns, travel distribution, time of day, frequency of trips, etc. He said the survey reflects travel

behavior as it existed in 2009, but no one can say if that pattern will continue 20 years from now. The Behavior Travel Survey is built into the travel behavior of the regional model.

Councilmember Holman said most accidents occur at signalized intersections so would adding two more lanes and two more traffic signals to the corridor increase chances of more accidents and Mr. Shawn O'Leary, Director of Public Works, said it will change the nature of the accidents. He said when you add different configurations and different changes to a signalized intersection those accidents change in nature, but accidents at signalized intersections are less severe than they would be if there was no traffic control whatsoever. He said roundabouts have a pretty good range of accident experience as well and there is no perfect intersection. Councilmember Holman said the roundabout on Main Street has existed for seven years and there have only been five reported accidents in that roundabout.

Mr. Blair Humphreys, University of Oklahoma IQC, said the big picture is that I-35 is an area for cars and OU Campus is an area for pedestrians and it has been suggested that perhaps Lindsey Street west of Berry Road has an opportunity to have more of a village character and maybe the next generation of development on Lindsey Street could be different.

Items submitted for the record

1. PowerPoint presentation entitled, "Lindsey Street Improvement Project, 24th Avenue S.W. to East of Berry," presented by Shawn O'Leary, Director of Public Works; Angelo Lombardo, Transportation Engineer; and Scott Sturtz, City Engineer, dated August 27, 2013
2. PowerPoint presentation entitled, "Lindsey Street Alternative," prepared by Freese and Nichols, dated August 27, 2013
3. Proposed Lindsey Street Design Modifications as analyzed by Peters and Associates Engineers, Inc.
4. Email dated August 27, 2013, from Tom Easley, to Keith Humphrey, regarding accidents at the roundabout located on East Main Street where North Carter and East Acres intersect

The meeting adjourned at 6:50 p.m.

ATTEST:

City Clerk

Mayor