

## CITY COUNCIL SPECIAL SESSION MINUTES

August 20, 2013

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in Special Session at 5:30 p.m. in the Municipal Building Conference Room on the 20th day of August, 2013, and notice and agenda of the meeting were posted in the Municipal Building at 201 West Gray and the Norman Public Library at 225 North Webster 48 hours prior to the beginning of the meeting.

**PRESENT:**

Councilmembers Castleberry, Heiple,  
Holman, Jungman, Kovach, Miller,  
Williams, Mayor Rosenthal

**ABSENT:**

Councilmember Griffith

Item 1, being:

**PRESENTATION FROM REPRESENTATIVES OF NORMAN REGIONAL HEALTH SYSTEM (NRHS)  
REGARDING ACTIVITIES OF THE NORMAN REGIONAL HEALTH SYSTEM.**

Mr. David Whitaker, Chief Executive Officer (CEO), Norman Regional Health System (NRHS), said the last year has been a very different year for NRHS primarily due to three big factors; the May 20th tornadoes when NRHS lost 20% total operations of its health system, the installation/transition of a Modular Hospital Emergency Room/Urgent Care portable building at the Moore Medical Center (MCC) site; and health care reform. He highlighted the financial and operational impacts of NRHS after the May 20th tornado stating operationally in-patient care had a 4-5% decrease in FYE 2013 as compared to FYE 2012. He said typically when there is a decrease of in-patient care, the outpatient care will increase; however, the outpatient care has remained flat.

Mr. Whitaker said NRHS has experienced strong investment returns for FYE 2013 and very positive medical staff development in physician recruitment efforts. He said NRHS added 16 new physicians to the health system with the main focus on primary care and 30-31 new independent physicians have opened practices in the Norman area.

The NRHS Board established a cost reduction plan for FYE 2013 in the amount of \$16 million accumulative over a three-year period and at the end of the first year NRHS saved \$8.1 million through supply chain, back-office work, several items within the areas of pharmacy and purchasing, and the implementation of a manpower staffing plan.

Mr. Whitaker said NRHS opened its Heart Plaza at the Northwest Campus and consolidated all of the cardiology and cardiovascular surgery positions into one place making it much easier for patients to navigate through the health system as it relates to cardiology. He said additionally the wound care center which received national recognition for outcomes was relocated to the Heart Plaza and the service has doubled in size.

The operation revenue for FYE 11 year-end was \$4.1 million and the non-operating income was \$8.1 million for a total operating revenue margin of \$12.1 million.

The MMC was deemed a total loss from the destruction caused to the facility by the May 20th tornado and the 11-acre site is has been totally cleared of the building and tornado debris. Mr. Whitaker said four (4) policies will come into play regarding insurance coverage: replacement of building and property, internal contents, special papers, e.g., policy covering patient records that are regulated to protect patient's health information and confidentiality, and business interruption. He said the policies cover a minimum cash value, while the full replacement cost has maximum amount coverage. He felt MCC insurance claim will total \$50-\$70 million.

Mr. Whitaker said 350 people were on site during the tornado's impact, but thankfully no lives were lost. He said the focus on the MMC has been in three specific areas; Phase 1 – immediate needs, Phase 2 – begin the insurance process and demolition/debris removal, and Phase 3 – begin MCC Modular Emergency Room/Urgent Care process.

Phase 1: Mr. Whitaker said by 10:30 p.m. on May 20, 2013, the relocation plan was in place on paper for all the physician offices. Once patients were safely removed from the MCC, it was very important to connect the physicians to/with their patients. Within 48 hours MCC had physician sites acquired and within one week the physicians were seeing patients.

Phase 2: The MCC site has been cleared of the building, vehicles, and tornado debris. This insurance process is ongoing to rebuild and/or replace the MCC and its contents.

Item 1, continued:

Phase 3: Mr. Whitaker said August 16, 2013, MCC received three (3) Request for Proposals (RFP) and within 45-60 days, a MCC Modular Hospital Emergency Room/Urgent Care Facility including a lab, radiology, and ancillary services will be in place and operational on the demolished MCC site. He said the before the tornado, the MCC seen 35,000 patients on an annual basis and there is a definite need for the modular hospital emergency room. Mr. Whitaker said the board will meet Monday, August 26, 2013, to look at the final plan and consider approval of some of the Capital outlay purchases that will need to be done relating to furnishings.

Mr. Whitaker said NRHS felt it was important to include the City of Moore residents, business owners and their employees, and school leaders be a part of the rebuilding process and invited them to attend a Moore Community Focus Group meeting to develop a plan for facility replacement on the 11 acre footprint. He said the first focus

meeting was held with City of Moore physicians, and business and school leaders. Two additional meetings for MMC Staff are scheduled on August 21, 2013, and two meetings are scheduled the following week for MMC employees. NRHS will take the information gathered to the City of Moore Planning Committee and develop a final plan for replacement of the MMC.

Mr. Whitaker said a total of 286 MMC employees had major losses as a result of the tornado, e.g., home, car, or a combination of both, and either backfilled open positions within the health system or transferred to positions at the NRHS Healthplex and/or the NRHS Porter Campus. He said 116 employees transferred or took new jobs, 26 employees resigned, seven (7) employees took a leave of absence, and 96 remain employed.

Mr. Whitaker said MMC has received \$1.3 million in donations from other hospitals and groups both locally and across the nation to be used for employee related disaster relief.

Mr. Whitaker said tornados and their devastation are always horrible; however, the timing of the May 20<sup>th</sup> tornado was particularly bad because it occurred at the end of the fiscal year and six weeks away from adoption of the FYE 2014 budget. He said NRHS completed the budget one week before the tornado and it was scheduled to go through the planning and finance committees, NRHA Boards, and submittal to City Council for approval. Mr. Whitaker said the NRHS budget is scheduled as an item on the August 26, 2013, Hospital Board agenda and will be submitted for Council acceptance following Board approval.

Councilmember Kovach asked whether the NRHS realignment study has been completed and Mr. Whitaker said base work is complete on the Strategic Options Assessment, the NRHS Board is looking at models including partnership options that may be available, and loading those models with local market data. Mr. Whitaker said the NRHA Board will be looking at the outcomes over the next six to eight weeks and determine the next step. He said NRHA Board's main focuses going forward are cost reductions, improving efficiencies and outcomes, and improving the patient relationship experiences. Councilmember Kovach requested NRHA provide the City with an executive summary of the study and Mr. Whitaker said he would pass along the request to the NRHA Board Chair.

Councilmember Heiple asked whether anybody was interested in purchasing and/or partnering with NRHS and Mr. Whitaker said yes there has been a lot of interest. Mr. Whitaker said with the NRHS medical staff alignment, clinical consolidated network, etc., there are many in partnership mode, i.e., buy, merge, and/or acquire, etc.

Mayor Rosenthal asked the process going forward and Mr. Whitaker said the Board is working with the consultant trying to determine what the future may need in terms of health care options. He said certainly by no means is the NRHS Board committing to anything at this point, but merely felt it is their responsibility to be able to address future needs and respond accordingly. Mayor Rosenthal encouraged NRHS to take a lot of care in thinking through the public trust process stating she felt a public process similar to what is currently taking place in Moore is important because of people's sense of ownership and pride.

Councilmember Kovach said regardless the outcome, whether an acquisition and/or realignment, the public needs to understand the NRHA Board's conclusions in a very open and upfront way. Mr. Whitaker said NRHS is the southern gateway to the Oklahoma City market and felt there are many things to consider before merging and/or selling out e.g., partnering with clinical networks and/or existing hospitals to expand NRHS's own health insurance side. Mayor Rosenthal said there is not a standard method to discuss this issue; however, the topic could be scheduled and options explored at a future joint retreat with NRHA Board and Council. Mr. Whitaker agreed and stated that the NRHA Board looks forward to having extended conversations with Council. Councilmember Kovach asked what the bond rating is for the NRHS and Mr. Whitaker said the last two ratings were BB, being reaffirmed with positive outlooks. Mr. Whitaker said another bond rating review is scheduled in two (2) weeks.

\* \* \* \* \*

Councilmember Castleberry asked that he be allowed to abstain from Council discussion on Item 2 due to a conflict of interest. Thereupon, Councilmember Jungman moved that Councilmember Castleberry be allowed to abstain from Council discussion on Item 2 due to a conflict of interest, which motion was duly seconded by Councilmember Kovach; and the question being upon allowing Councilmember Castleberry to abstain from Council discussion on Item 2 due to a conflict of interest, a vote was taken with the following result:

YEAS:	Councilmembers Heiple, Holman, Jungman, Kovach, Miller, Williams, Mayor Rosenthal
NAYES:	None
ABSTAIN:	Councilmember Castleberry

The Mayor declared the motion carried and Councilmember Castleberry was allowed to abstain from Council discussion on Item 2 due to a conflict of interest.

\* \* \* \* \*

Item 2, being:

**DISCUSSION REGARDING THE WEST LINDSEY STREET BOND PROJECT ANALYSIS OF ALTERNATIVE DESIGN CONCEPTS.**

Mayor Rosenthal said Staff, business owners, property owners, and representatives from the University of Oklahoma (OU) are present and she appreciates everyone's interest regarding the Lindsey Street Project. She said the recent and ongoing public dialogues have certainly changed the discussion and vision for West Lindsey Street as well as significantly brought forth some consistency about what is ultimately wanted for the project regarding the aesthetics and design. She felt the public dialogues have been valuable not only to the business community/stakeholders, but to the property owners as well.

Mr. Shawn O'Leary, Director of Public Works, highlighted history regarding the Lindsey Street Improvement Project from 24<sup>th</sup> Avenue S.W. to east of Berry Road, stating a bond election failed both in May 1970 and again in December 1988. The City hired Baldischwiler to conduct a study of "Lake McGee" in May 1997 and in July 2004, Council choose to delete the project from the 2005 bond election due to objections from merchants. In June, 2011, Council directed Staff to include the project in the transportation and storm water bond election proposal. Multiple stakeholder meetings were held from August, 2011 to August, 2012 and a bond election achieved voter approval on August 28, 2012. Mr. O'Leary said the City and the University of Oklahoma (OU) Institute for Quality Communities (IQC) have been collaborating since June, 2013. He said tonight's discussions will not deal with the storm water but will help determine the vision and transportation design for Lindsey Street. He said storm water improvements have been consistent throughout the project and will solve all the storm water issues.

Council awarded a contract to Cabiness and Garver on January 26, 2012, and they began working on the Project Conceptual Plan for the project in April 2012. Mr. O'Leary said the purpose of the Project Conceptual Plan was to provide a conceptual design for a possible bond election and a design charrett was held on March 1, 2012. He said 40 stakeholders shared their vision and concerns and the results were considered in the final conceptual plan. Mr. O'Leary said a public meeting was held March 12, 2012, at Sooner Legends to receive stakeholder feedback on right-of-way (ROW), storm water issues, and center median/access control. He said the results achieved from the public meeting concluded the storm water issues on Lindsey Street were top priority; Lindsey Street is the number one (1) traffic congestion in the Oklahoma City (OKC) metro area; the crash rate on Lindsey Street is nearly three (3) times the national average for similar roadways, and there is opportunity to coordinate with the Oklahoma Department of Transportation (ODOT) during the I-35/Lindsey Street Interchange Project. Mr. O'Leary highlighted the Project Conceptual Plan stating the proposed road section was a five (5) lane street with center turn lane and partial landscaped islands at the intersections.

SAIC and Poe and Associates were awarded the design contract for the project in November 2012 and work completed includes: separate storm sewer/roadway project phasing; collaboration with ODOT on State Highway 9 and Lindsey Street interchanges on I-35 (ODOT was paid \$1,509,600 for Phase 1); storm water projects plans are approximately 85% complete; and roadway project plans are approximately 45% complete. Mr. O'Leary said the typical roadway design includes reduced lane width to increase landscaped area behind the curbs; added bus pull out locations; and either approach has no effect on storm water improvements.

June 26-28, 2013, the OU IQC invited Mr. Dan Burden, Director of Walkable Liveable Design Institute, to discuss project enhancements and ideas with the community:

Item 2, continued:

- Continuous center median (triple canopy);
- Roundabouts at key intersections;
- Future development of an "Urban Village";
- On street parking;
- Enhancements to accommodate pedestrian and bicycle traffic;
- Aesthetic enhancements; and
- Livable, walkable Lindsey Street.

Collaboration between IQC and the City of Norman began with inviting Mr. Burden back for further development of enhancements from July 22-25, 2013. Mr. O'Leary said the meeting included technical sessions with City Staff and the project team; stakeholder meetings; meetings with community leaders; and a final presentation. He said the common ground areas for the project included increasing the traffic capacity; reducing the driveways; utilizing a triple canopy; a minimum six-foot planter strip on edge using drought tolerant landscaping; maximizing project aesthetics; installing colorized bike lanes; considering current and future transit opportunities; American with Disabilities Act (ADA) compliance; installing LED lights and wayfinding signage; and installing a minimum five-foot sidewalk. The major recommendations coming out of the process were to have a continuous center median with mid-block U- turns and install modern roundabouts at Murphy Street, Wylie Road, and Berry Road.

Mr. Scott Sturtz, City Engineer, provided examples of continuous center median enhancement permitted U-turn at an intersection and a pedestrian crossing at mid-block. He said the City is also working with Cleveland Area Rapid Transit (CART) on bus turn out lanes.

The continuous center median enhancements i.e., triple canopy, included would add one more month to the design schedule; include an additional design fee of \$40,000; additional construction cost of \$100,000; additional landscape and irrigation enhancements of \$300,000; and annual operations and maintenance expenses of \$32,000.

The benefits of modern roundabout enhancements include traffic safety; operational performance; environmental factors; access management; traffic calming; pedestrian safety; aesthetics; and ongoing operations and maintenance.

Staff highlighted the proposed traffic signals and roundabouts at Murphy Street, Wylie Road, and Berry Road. The proposed traffic signals and roundabouts comparison included the traffic volumes for peak traffic at 5:00 P.M., existing and future traffic operations; ROW overview; and safety. Mr. Sturtz said the diameter for a roundabout is 180 feet and is sized for a truck and/or standard semi-tractor with a trailer.

The modern roundabout enhancement would add:

- six (6) months for design and approvals;
- six (6) months to one (1) year to obtain environmental clearance;
- additional design fee - \$160,000;
- additional construction cost - \$550,000;
- additional landscape and irrigation enhancement - \$200,000;
- annual operations and maintenance cost - \$8,000;
- additional ROW cost - \$4,540,000 (does not include potential damages);
- additional travel delays are possible through the corridor and the construction schedule may not coordinate with ODOT I-35 and Lindsey Street Interchange;

Mayor Rosenthal asked why the existing peak hour volumes are higher with roundabouts and Mr. Sturtz said some cars are counted twice as they go around the entry points of the circle.

Councilmember Kovach said promises were made to businesses that the projects would be coordinated so as not to disrupt businesses twice and Mr. O'Leary said that is correct stating the City and ODOT are working closely to deliver on those promises. Mr. O'Leary said ODOT changed the timing of the State Highway 9 and Lindsey Street interchanges to work with the City so that project considerations and opportunities can be included for the Lindsey Street Project.

Mr. O'Leary said in the past, Lindsey Street improvements east of Berry Road have been typically off-limits; however, knowing there is sensitivity regarding the issue, recent discussions have included what should be done and/or the needs for Lindsey Street beyond Berry Road. He said there had been a very open dialogue to determine what really needs to be done from Berry Road east to Jenkins Avenue including discussions with the University of Oklahoma (OU) and President David Boren. Mr. O'Leary felt President Boren has opened the door for discussions regarding a multi-phase Lindsey Street project to be completed in future phases and modern roundabouts at several intersections from Berry Road to Jenkins Avenue with a possible two-lane street having a raised median (triple canopy). He felt the concepts would fit nicely and make a lot of sense.

Item 2, continued:

Mr. O'Leary said the Imhoff Creek Bridge was a main focus during storm water discussions and would be a wonderful opportunity for design aesthetics, i.e., a gateway feature between the commercial district, residential area, and the University district. He said the bridge is currently designed to be a three-lane maximum with bike lanes and continuous raised median (triple canopy) and emphasized there is no interest in building a five-lane street east of Berry Road.

Staff highlighted the pros and cons of the four options and asked for Council input:

**Option 1:** Continue current project as planned.

- **Pros include:** on schedule, on budget, maintain original concept, and provides multiple IQC proposals.
- **Cons include:** no continuous median (triple canopy) and no modern roundabouts.

**Option 2:** Alter current project to include continuous center median (triple canopy).

- **Pros include:** on schedule, within budget limits, provides multiple IQC proposals, improves traffic safety and capacity, improves aesthetics, and acknowledges property owner interest.
- **Cons include:** no modern roundabouts, possible stakeholder resistance (reduced access), and additional City maintenance costs.

**Option 3:** Alter current project to include continuous center median (triple canopy) and modern roundabouts.

- **Pros include:** better aesthetics, reduces traffic speeds, and provides multiple IQC proposals.
- **Cons include:** less traffic capacity for future. project delays (18-24 months), limited coordination with I-35 and Lindsey Street Interchange, increased project cost (\$5 million ROW acquisition; and federal funding timing.

**Option 4:** Create 3-Phase Project:

- Phase 1: Lindsey Street – 24<sup>th</sup> Avenue SW to west of Berry Road
- Phase 2: Lindsey Street – west of Berry Road to Elm Street
- Phase 3: Lindsey Street – Elm Street to Jenkins Street
- **Pros include:** more time for Lindsey Street and Berry Road design alternatives; possible additional federal funds; extend project to Elm Street and beyond; improve walkable/bikeable Lindsey Street; Imhoff Creek Bridge enhancements; and allow the Comprehensive Transportation Plan (CTP) to be completed.
- **Cons include:** risk delay of federal funds for phase 2; impact on other bond projects; possible increase local project costs; modern roundabout at Berry Road may not be feasible; and additional ROW acquisition.

Mr. O'Leary said another important piece of the discussion will be the Comprehensive Transportation Plan (CTP) which is scheduled to be completed in December 2013. He said the long range planning and traffic modeling within the CTP will answer many of the questions regarding the traffic and/or transportation on Lindsey Street and Berry Road; however, the CTP is not completed yet and Staff will be in a better position to answer questions regarding future Lindsey Street, future Chautauqua Avenue, future Berry Road, etc., in December.

Councilmember Williams asked whether Option 4, Phase 1, would include the current design or the additional options, i.e., continuous median enhancements, triple canopy, and/or roundabouts, etc., and Mr. O'Leary said that would be determined with further discussion and Council feedback. Mr. O'Leary said Staff has acquired from some (stakeholders, Council, etc.) that option 4 may be a combination of option 2, with raised center medians and option 4, relative to scheduling. Mayor Rosenthal said Council will need to give Staff guidance as to which option (Option 1, 2, or 3) is preferred and then whether or not to leave the door open for the phasing concept.

Councilmember Kovach recollected that there is component for the storm water project regarding Imhoff Creek Bridge and wondered if stopping the project at Legend's Restaurant would be better so that the stormwater improvements component could be utilized. Mr. O'Leary said Staff's theory is the storm water system, which does discharge to Imhoff Creek, would be included in the first phase and certainly Staff does not want to sacrifice any storm water improvements with this concept. Councilmember Kovach said he did not understand why the phases could not begin at Imhoff Creek Bridge so the sidewalks and/or bike lanes would not be delayed. Mr. O'Leary agreed and said there needs to be some type of temporary transition whether it be vehicle transition, sidewalk transition, etc., from where the official project will end to at least the east side of Berry Road.

Item 2, continued:

Councilmember Jungman asked Staff to explain why or why not roundabouts work well and Mr. O'Leary said there have been many technical conversations and sessions between SAIC Engineering, OU, Freese and Nichols, and City Staff. Mr. O'Leary felt it has been agreed upon as a group of engineers that modern roundabouts make terrific options "in the right place and at the right time." He said roundabouts are good considerations if traffic volumes are 20,000 vehicles or less per day; therefore, the conclusion was "this is not the right place nor at the right time" for modern roundabouts since traffic volumes on West Lindsey Street are 27,000 + per day. Councilmember Holman asked if roundabouts would work better if the street were to stay the same width and Mr. O'Leary said very few multi-lane roundabouts have been built in the United States because of space and/or traffic. Mr. O'Leary referred to the roundabout on East Main Street stating it works beautifully and functions well because the traffic volume is only 5,000 vehicles per day. He said roundabouts do carry traffic well, but the question becomes is the City willing to accept a level of service (LOS) below minimum standard in the design criteria.

Councilmember Williams asked whether the project delays are due to increased congestion or slower pace, but no congestion. Staff said LOS ratings are measurement of delay and, when looking at those numbers and how they relate to roundabouts, it was determined in the year 2036 that it would take a vehicle five (5) minutes to get through the Berry Road intersection during the 5:00 p.m. traffic. Mr. O'Leary said on the other hand, a traffic signal would allow a vehicle through the Berry Road intersection at 5:00 p.m. in approximately 30 seconds in the year 2036.

Mayor Rosenthal said the Robinson Street Underpass Project was completed under two (2) separate applications; the intersection was done under an ACOG application and the underpass was completed under another application. She said it did not mean the City stopped the project before getting to the intersection, but rather how the City applied for the funding. Mayor Rosenthal wondered whether the concept of phasing would facilitate the process of potentially getting the entire project completed (to Imhoff Creek Bridge); allowing the City to keep with the ODOT schedule by merely breaking the project into two (2) different applications just as the City did on the Robinson Street Project which in return secured additional federal funding. Mr. O'Leary said the Robinson Street Project had several funding mechanisms; however, there is only one funding source for the Lindsey Street Project.

Mr. David Boren, University of Oklahoma (OU) President, said tonight's discussion has opened the dialogue to the type of community envisioned by all, as well as how transportation (now and future) will fit into the community's vision. He said elected representatives make the decisions; however, the community has to decide if they would rather Lindsey Street be a walkable/livable community corridor or would they rather Lindsey Street be an arterial road like Highway 9. President Boren said he desires the Lindsey Street corridor to be a walkable, livable, "city boulevard type" of community and felt existing businesses within the area will be enhanced; new and upscale businesses will be attracted to the area; and pedestrian and bicycle traffic will be encouraged and welcomed. President Boren felt the community should look ahead and use forward thinking about the entire Lindsey Street corridor through the Campus area.

President Boren said whatever is decided and built on Lindsey Street will determine the traffic pattern. He felt the most destructive thing that could be done to the OU campus area is install five (5) lanes through campus, ultimately dividing the campus into two areas. He said he supports two (2) lanes with roundabouts opposed to four (4) lanes with roundabouts and urged Council to do something visionary for the future. President Boren felt if a two (2) lane concept with sidewalks and bike lanes were to occur, the university could possibly partner on projects.

Mr. Blair Humphreys, Executive Director, OU Institute for Quality Communities (IQC), pointed out a few possibilities and solutions that provide the safest options for West Lindsey Street. He reminded everyone that West Lindsey Street has the highest traffic congestion and accidents in the state and over 50% occur at the intersections. He said leaving traffic signals would not reduce that figure and a major arterial might need to carry 35,000+ vehicles per day by 2036. Mr. Humphreys said that projection are based on a two percent (2%) growth rate and come down to traffic speed. He said when looking at creating a great quality of life, the focus is on appropriate traffic speed rather than maximizing speed.

Mr. Humphreys said a two-lane option with roundabouts would meet the City of Norman traffic level standards LOS "D" and would be appropriate for West Lindsey Street. He said applying the ODOT 0.5% growth rate to the 2036 projection would give a balanced approach that falls within City guidelines from a LOS standpoint. Mr. Humphreys said a window of opportunity exists for stacking the construction of the bridge and corridor and everyone should realize now is the time to act on this window of opportunity. He pointed out that the schedule is tight due to the impact that will be felt between the construction on Lindsey Street and the Lindsey Street stakeholders and not because of the impact on the drainage in terms of the actual integration of infrastructure with ODOT.

Mr. Humphreys said that he received a letter from Mr. James Brainard, Mayor, City of Carmel, Indiana, who stated that roundabouts are one of the very few road improvements where the Federal Highway Administration

Item 2, continued:

(FHWA) provides 100% funding for the construction of roundabouts. He said roundabouts and medians will make Lindsey Street safer by significantly improving the safety of intersections and hoped Council makes a decision that balances not only the engineering concerns for Lindsey Street but the quality of life as well.

Councilmember Kovach asked whether the City would be in jeopardy of losing FHWA funding if the City does not widen Lindsey Street and Mr. O'Leary said federal funding is available because the project will increase capacity and traffic safety making Lindsey Street better, safer, less congested, etc. Mr. O'Leary felt reducing the existing Lindsey Street from three (3) lanes to two (2) lanes may affect federal funding. Mr. Humphreys said the question may be whether the City should use a 2% growth rate or ODOT's .5%, and what is the appropriate future for Lindsey Street.

Councilmember Holman wondered if adding two (2) lanes and two (2) signals would really increase the LOS on Lindsey Street if it remains two (2) lanes east of Berry Road and Mr. O'Leary said the traffic modeling reflects a four (4) lane road with signalized intersections would increase the LOS.

Mr. Brian Ellis, OU, IQC, explained the different types of traffic modeling and stated that two (2) different traffic models were used to calculate how people merge into a roundabout. He said the model used for today's presentation was the most conservative roundabout program that takes an average of roundabout data from across the country, then using the median line as the standard for how traffic merges into roundabouts.

Mayor Rosenthal asked where the traffic would be absorbed, i.e., Main Street, Hwy 9, etc. She felt questions that have been raised tonight regarding funding, etc., will require follow-up and further discussions. Mayor Rosenthal said the City conducted a survey that revealed one of the highest rated concerns for citizens was the east and west traffic and encouraged Council to consider the survey information when making a decision about the project as well as the ability as a community to absorb the traffic elsewhere.

Councilmember Holman felt more and more mass transit systems are being constructed and wondered if society will have the same amount of cars in 2036. He asked whether the City would continue building a community that forces people to use their cars.

Councilmember Kovach said additional considerations to contemplate are potential cost increases; potentially breaking promises regarding the construction timeline; potential funding loss; and said there is only so much that can be done after the train starts down the track. He felt public's perception of roundabouts is not favorable.

Councilmember Jungman does not want 35,000 cars per day on Lindsey Street and felt that would do nothing for the City. Funding is important; however, timeline should not be front and center. He felt the public should have a say as to what they envision and want for Lindsey Street.

Councilmember Williams would like further discussion and wondered if the perception of roundabouts may be based on roundabouts in neighborhoods.

Mayor Rosenthal said the City cannot ignore the time scheduling stating it is critical to be very attentive to the timeline. She asked if anyone objected to requesting Staff to pursue and move forward with the triple canopy design plan in order to keep the ball rolling.

Councilmember Miller felt Council should proceed with the triple canopy, as the design would be a much more beautiful and aesthetically pleasing for the community. She said she is concerned about public perception and does agree that the City needs to be aware of the timeline because it is very important.

Mayor Rosenthal asked Council if there was a consensus to have more discussion about roundabouts, phasing, and the Lindsey Street and Berry Road intersection; however, direct Staff to begin moving forward on other components of the plan. She felt additional information and traffic counts can be brought forward but she did not want to hold up the rest of the project.

Councilmember Williams said he was concerned about safety vehicles traveling on Lindsey Street. Mayor Rosenthal reminded everyone that Lindsey Street is a major bus route and that, as well as all uses of the corridor, will need to be considered when making decisions regarding the LSIP.

Councilmember Holman said he prefers a mixture of Option two (2) and Option four (4) lanes and also preferred the project go to the Imhoff Creek bridge. Councilmember Kovach said he felt the street should not be wider past the Imhoff Creek bridge and felt that would be bad for the nearby neighborhoods as well as the university. He said he does believe as part of the planning process it is extremely important that the two areas be connected with bicycle paths and sidewalks. Councilmember Jungman said he would like to see some rational and different assumptions that will give reason(s) and show that a two (2) lane system can/will work and under what conditions do they work.

Item 2, continued:

Councilmember Heiple said he understands the differences between the two traffic models and however accurate, they can also be skewed. He felt Council needed to completely understand a two (2) lane roundabout system with a triple canopy so that a balanced perspective can be achieved. He said the project is a lifetime opportunity to change the traffic approach on Lindsey Street. President Boren said he would be willing to bring Dan Burden back to future discussions in order to answer any questions.

Ms. Joy Hampton, *The Norman Transcript*, asked whether the City can legally change the plan and asked whether Lindsey Street will have the same improvements.

Councilmember Castleberry asked how much money is saved if the City chooses a two (2) lane system and can the savings go towards enhanced landscaping, etc.?

Mr. Eddie Haas, Freese and Nichols, said he looks forward to continuing discussion regarding where does/will the traffic go. He encouraged Council to think about land use policy across the City as a whole.

Items submitted for the record

1. PowerPoint presentation entitled, "Lindsey Street Improvement Project, 24th Avenue S.W. to East of Berry Road, City of Norman 2012 Bond Project, City Council Study Session" presented by Shawn O'Leary, Director of Public Works, and Scott Sturtz, City Engineer, dated August 20, 2013
2. City of Norman West Lindsey Street Bond Project Analysis of Alternative Design Concepts, 24th Avenue S.W. to East of Berry Road, City of Norman 2012 Bond Proposal and Institute of Quality Communities (IQC) Recommendations, dated August 13, 2013
3. Letter dated August 20, 2013, to the City of Norman Mayor and City Council, by Mr. Blair D. Humphreys, University of Oklahoma, Executive Director, Institute for Quality Communities, Assistant Professor, College of Architecture
4. Letter dated August 20, 2013, to Mr. Blair Humphreys, University of Oklahoma, Executive Director, Institute for Quality Communities, Assistant Professor, College of Architecture, from Mr. James Brainard, Mayor, City of Carmel, Indiana

\* \* \* \* \*

Item 3, being

CONSIDERATION OF ADJOURNING INTO AN EXECUTIVE SESSION AS AUTHORIZED BY OKLAHOMA STATUTES TITLE 25 §307(B)(4) TO DISCUSS POSSIBLE LITIGATION AND TO DISCUSS THE ACQUISITION OF REAL PROPERTY AS AUTHORIZED BY TITLE 25 §307(B)(3) OF RIGHT-OF-WAY IN CONNECTION WITH THE WEST LINDSEY STREET BOND PROJECT BETWEEN INTERSTATE 35 AND BERRY ROAD.

Item 3 was not discussed.

\* \* \* \* \*

ADJOURNMENT

There being no further business, Councilmember Kovach moved that the meeting be adjourned, which motion was duly seconded by Councilmember Jungman; and the question being upon adjournment of the meeting, a vote was taken with the following result:

YEAS:

Councilmembers Castleberry, Heiple,  
Holman, Jungman, Kovach, Miller,  
Williams, Mayor Rosenthal

NAYES:

None

The Mayor declared the motion carried and the meeting was adjourned at 8:34 p.m.

ATTEST:

---

City Clerk

---

Mayor