

Norman Comprehensive Transportation Plan

CTP OVERVIEW

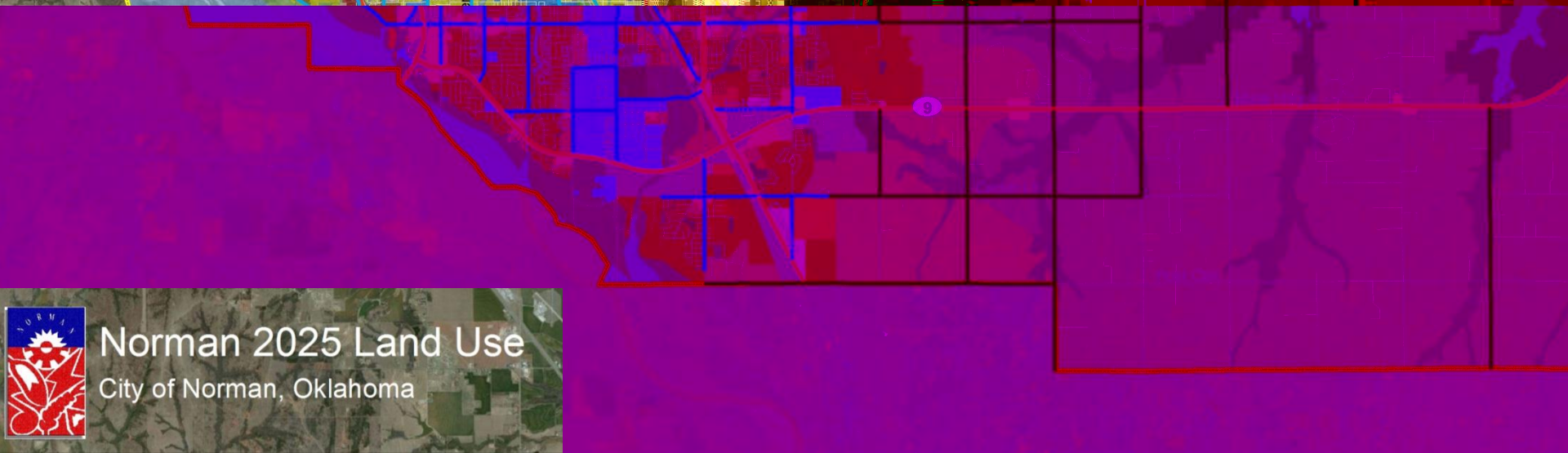
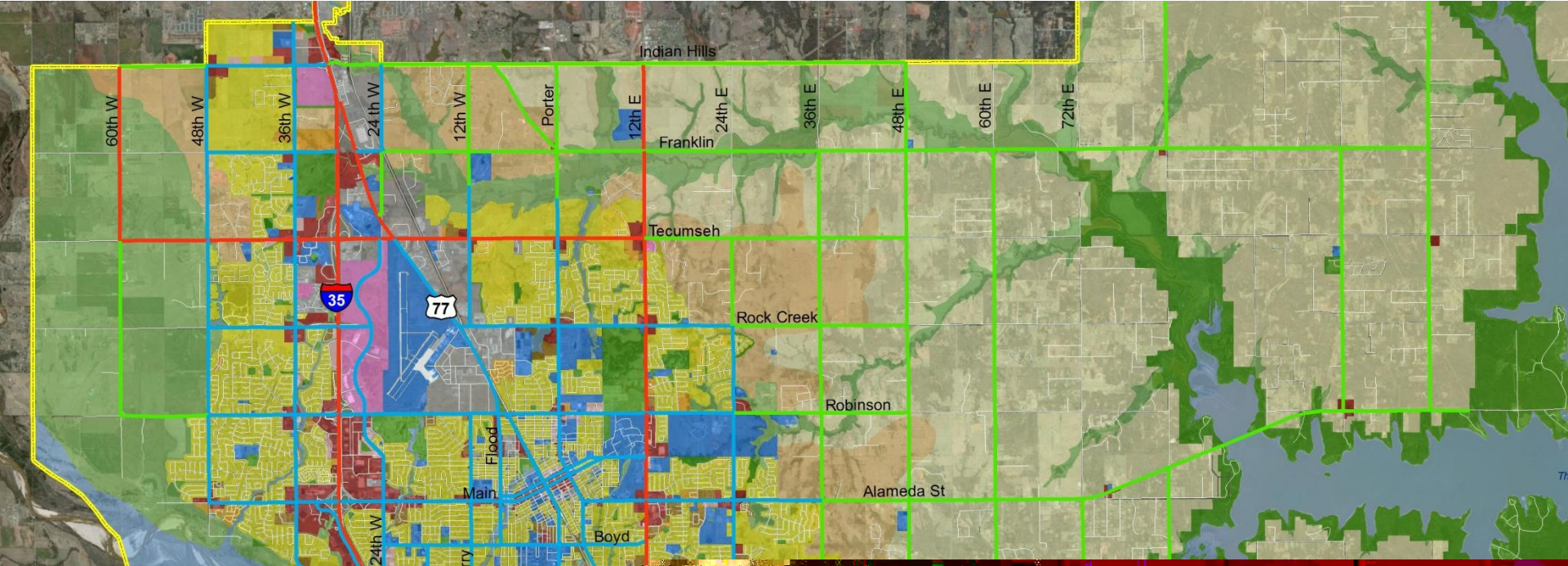
Aviation/Transportation Committee
April 9, 2013



Norman Comprehensive Transportation Plan

A Multi-Modal Plan for 2035.





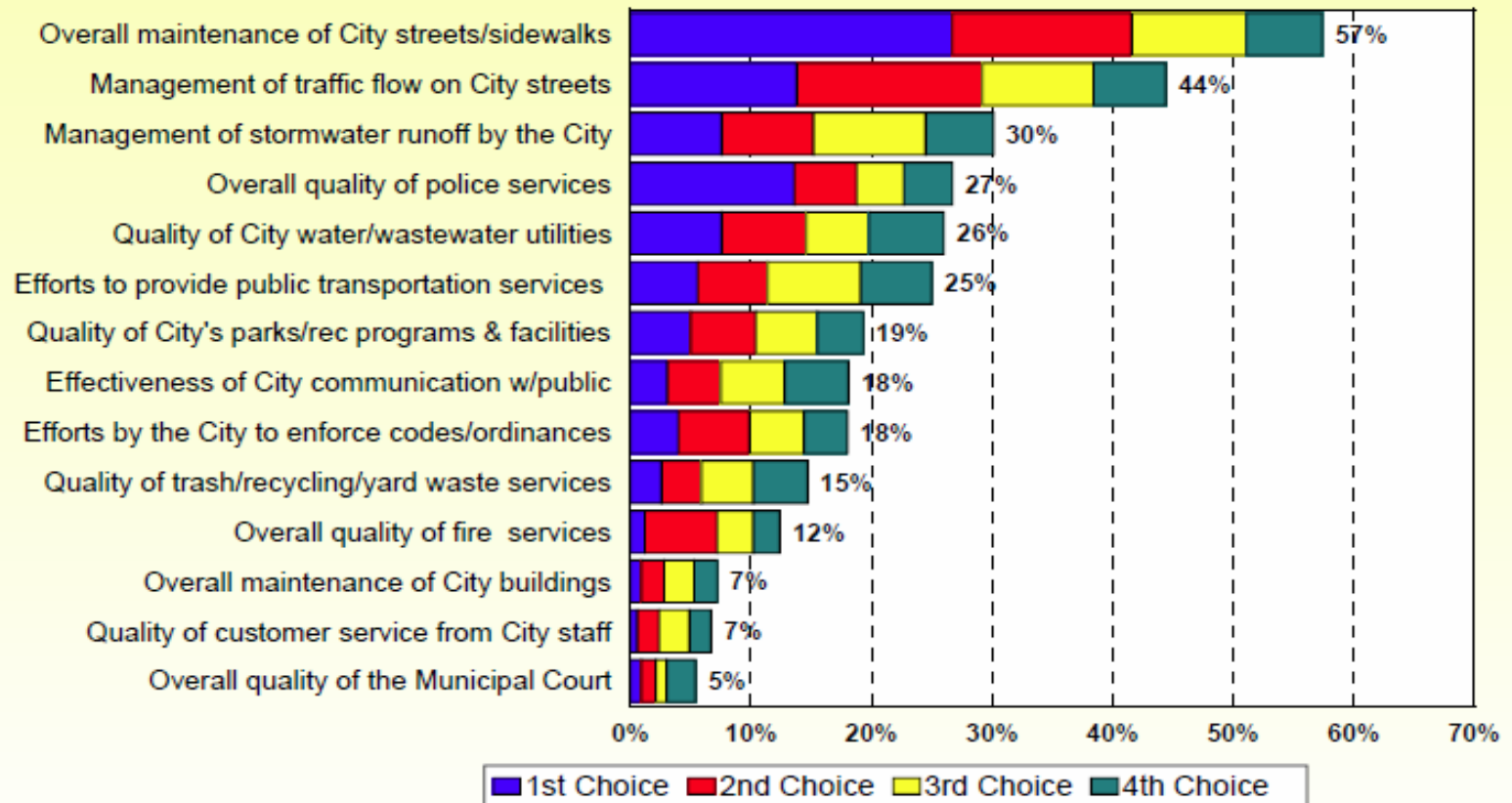
Norman 2025 Land Use

City of Norman, Oklahoma

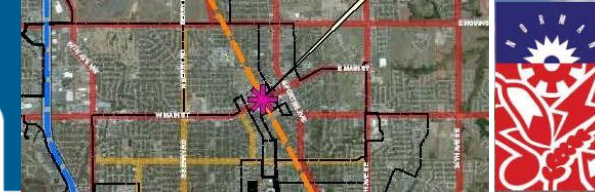


Q2. City Services That Are The Most Important For The City of Norman to Emphasize Over the Next Two Years

by percentage of respondents who selected the item as one of their top four choices

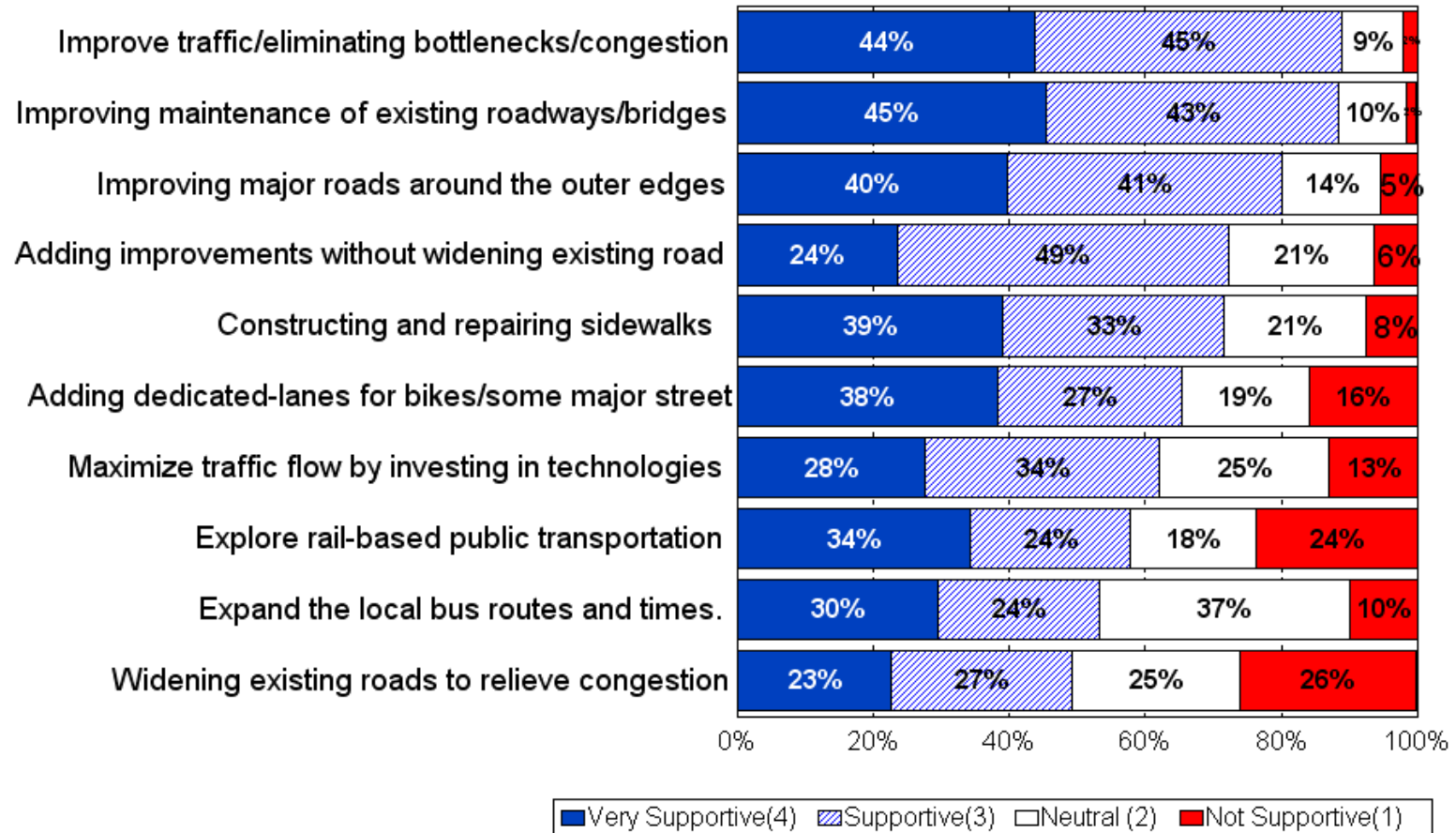


Source: ETC Institute (2009)



Q5. Level of Support for Various Transportation Improvements

by percentage of respondents who rated the item as a 1 to 4 on a 4-point scale (excluding don't knows)



CTP Guiding Principles

Special Place to Live

- **Vibrant** Norman Community in 2035
- Transportation and Infrastructure **focus on both people and places**
- Enhanced transportation **choices** and **accessibility**
- Create a **unique place** with **lasting value**
- **Blends** seamlessly with the character of **Norman's neighborhoods, employment centers and activity centers**

Mobility

- Seamless system of **transportation options** and solutions
- Norman Moving Forward's emphasis on **system management and operations, context sensitive** and **complete streets designs**
- Range of **accessible and convenient, multi-modal transportation choices** that provide connections between neighborhoods and destinations

Maintain and Preserve Existing Infrastructure

- Priority on **maintenance, rehabilitation, safety** and **reconstruction**
- **Neighborhood viability** through **maintaining streets, sidewalks, utilities, storm water systems** and other infrastructure facilities
- Investments **balance transportation needs** of the community and local neighborhoods

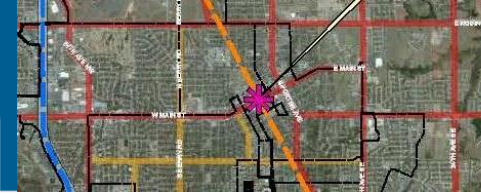
Fiscal Stewardship

- Provide a **detailed roadmap of actions** for transportation and infrastructure improvements
- Investments **maximize the benefits for multiple user groups** in a way that is **fiscally and environmentally responsible**
- **Input** from the **community-at-large** and ongoing dialogue with **stakeholders**

Enhance Economic Vitality

- Promotes economic growth while **using resources in an efficient and effective manner**
- Supports a **diverse, vibrant local economy** with a **strong tax base**
- **Reduces the fiscal burden on residents** to provide city services

Overview Scope and Schedule



Dec 2012 Mar 2013 Jun 2013 Sep 2013 Dec 2013 Mar 2014

1. **Guiding Principles, Goals and Objectives**



2. **Existing Transportation Systems**



3. **Assessment of Transportation Needs**



4. **Forecast Transportation Conditions**



5. **Develop Long Range Improvements Plan**



6. **Transportation Policies and Programs**





7. **Implementation**




8. **Documentation**

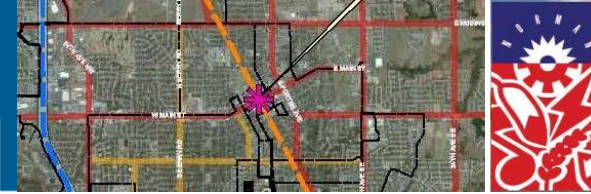


 Subcommittee Meetings

 Public Meetings

 Public Hearings

Subcommittee Meetings



- Subcommittee Membership
 - 45 members
 - 4 modal subcommittees
 - Co-Chair leadership
- Meeting Structure
 - Opening collaborative session
 - Independent group work
 - Combined wrap-up session
 - Homework
- E-Builder Collaboration



Four Subcommittees

Autos and Parking

Transit Service

Pedestrian, Bike and Streetscape

Freight, Airport, Emergency Response

Meeting Dates

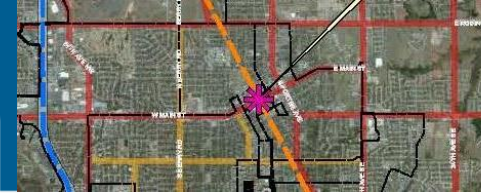
SC#1 Feb. 7th: Goals/Objectives

SC#2 Feb 18th: Existing Conditions & Needs

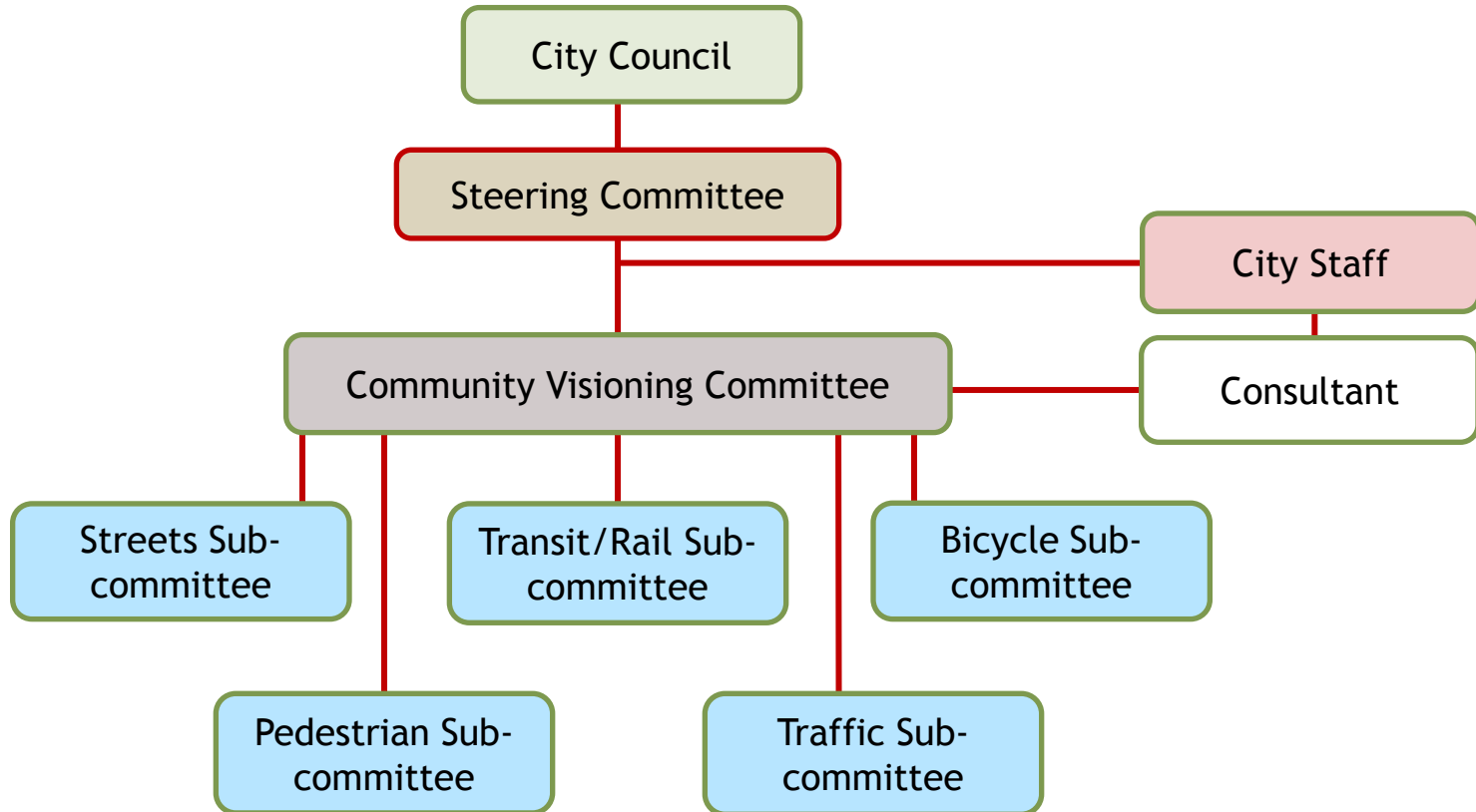
SC#3 Mar. 25th: Improvement Concepts

SC#4 Apr. 25th: Assess Potential Projects

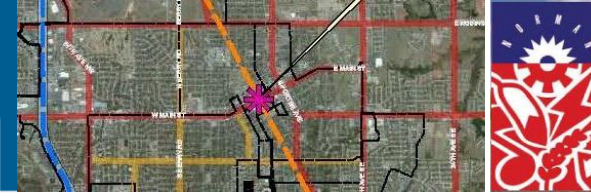
SC#5 May 23rd: Policies and Programs



Plan Development Structure



The Planning Team



Freese and Nichols

- Overall Project Coordination
- System Planning for Roadway, Bike & Ped
- Development of Short/Long-range Improvements
- Transportation Policies and Programs
- Implementation Plan
- Plan Documentation
- Conduct Committee and Public Meetings



Garver

- Sub-Committee Team Leaders
- Assessment of Existing Systems
- Needs Assessment for Roadways
- Evaluation of Transportation System Improvements

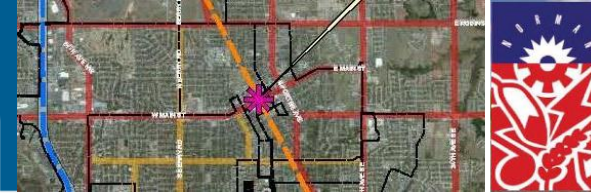


Alliance Transportation Group

- Sub-Committee Team Leader
- Travel Forecast Modeling and Alternatives Testing
- Transit System Planning



Project Tasks



1. Guiding Principles, Goals & Objectives

2. Assessment of Existing Systems

3. Assessment of Needs

4. Travel Forecast Modeling

5. Transportation Plan and Prioritization

6. Transportation Policies and Programs

7. Implementation

8. Documentation



1. Guiding Principles, Goals & Objectives

- Project Initiation with City Staff
- CVC Subcommittees and Framework
- Framework for Social Media Outreach
- Subcommittee Meeting
 - Review Goals and Principles, Establish Objectives
- Finalize Principles and Goals
- Key Deliverable
 - Draft Chapter on Principles, Goals and Objectives for the Plan

Project Goals

- **Special Place to Live**
- **Mobility**
- **Maintain Existing Infrastructure**
- **Fiscal Stewardship**
- **Economic Vitality**

Objectives

- **S**pecific
- **M**easurable
- **A**chievable
- **R**elevant
- **T**ime Oriented



2. Assessment of Existing Systems

- Summarize Existing Plans
- Data Collection & Compilation
- Review Trends, Committed Improvements, Programs and Initiatives
- Analysis of Existing Conditions
- Assessment of Deficiencies
- Key Deliverable
 - Draft Chapter on Existing Conditions

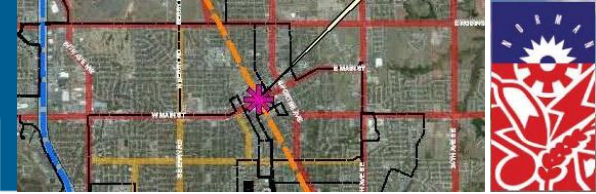
- **Systems Evaluation**
- **A**uto
- **T**ruck
- **B**us Transit
- **P**assenger Rail
- **A**viation
- **P**edestrian
- **B**icycle
- **P**arking
- **M**ajor Street/Highway
- **T**raffic Signal System
- **C**rash Locations
- **M**aintenance



3. Assessment of Transportation Needs

- Initial System Needs Assessment
- Develop Initial Strategies
- Subcommittee: Formulate Concepts
- Refine Needs and Concepts
- Review Needs & Concepts with Commissions, Committees and Council
- Open House: Plan Process, Existing Conditions and Needs Assessment
- Key Deliverable
 - Draft Chapter on Transportation Needs Assessment

- 
- 
- **Systems Needs**
 - **A**uto
 - **T**ruck
 - **B**us Transit
 - **P**assenger Rail
 - **A**viation
 - **P**edestrian
 - **B**icycle
 - **P**arking
 - **M**ajor Street/Highway
 - **T**raffic Signal System
 - **C**rash Locations
 - **M**aintenance

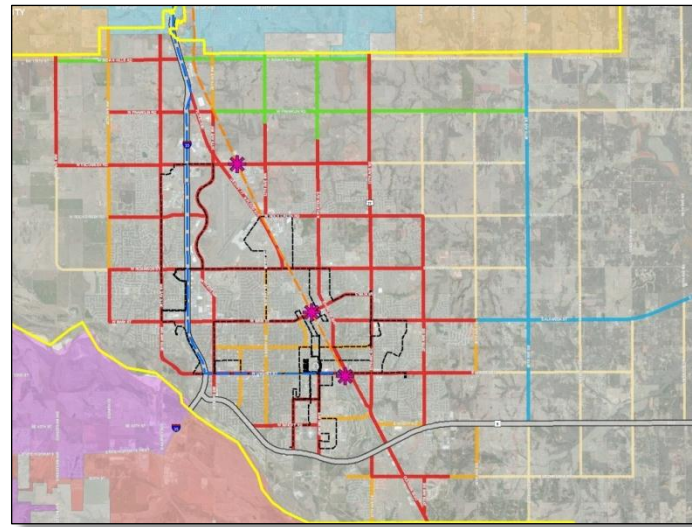


5. Transportation Plan and Prioritization

- Transportation Plan and Improvements
 - Subcommittee Collaboration
- Street Classifications and Configuration
- Modal System Plans
- Short and Long-Range Improvements
 - Subcommittee Collaboration
- CIP Methodology, Scoring & Ranking of Short and Long-Range Projects
- Key Deliverable
 - System Plans, Short/Long-Range CIP

Modal Systems Plans

- **T**horoughfare Plan
- **P**edestrian System
- **B**icycle System
- **T**ransit Systems





6. Transportation Policies and Programs

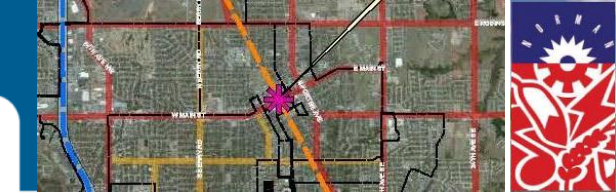
- Review Existing Policies & Programs
- Peer City Review
- Develop Action Plans to Address Programs
 - City Staff and Subcommittee Collaboration
- Implementation Strategies, Roles and Responsibilities
- Subcommittee Concurrence
- Draft Policies
 - Review with Commissions, Committees and Council
 - Social Media Outreach
- Key Deliverable
 - Draft Chapter on Policies, Programs & Procedures

Policies and Programs

- **M**ultimodal Integration
- **T**ransportation Finance
- **T**raffic Impacts
- **M**aintenance
- **T**raffic Calming
- **A**ccess Management
- **P**arking

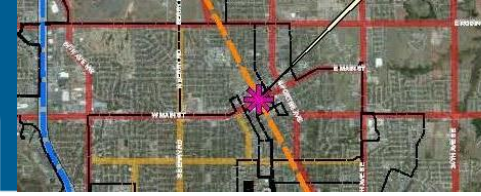
7. Implementation

- Review Transportation Revenues & Constraints
- Correlate Revenues and Prioritized Improvements
- Finance Plan for Short/Long-Range CIP
- Assess Potential New Funding Strategies
 - Collaborate with City Staff and CVC
 - Social Media on Implementation Plan
- Committee/Council Meeting on Improvements and Funding Strategies
- Develop 5-Year TIP
 - Review with Committees and Commissions
 - Public Hearing on Draft TIP
- Key Deliverable
 - Implementation Strategies, Funding, Draft TIP



GOAL	STRATEGIES	PARTNERS	TARGET TIMELINE	POTENTIAL RESOURCES
Ensure future land uses meet the needs of residents and businesses.	A.1. Review the downtown area's land use orders to identify housing and parking adjacent to Lake ABC. A.2. Review the Future Land Use map to include low density housing and parking adjacent to Lake ABC.	City	June 2011	General Funding
Provide mobility with a safe and efficient transportation system.	A.3. Create an on-street parking district with design guidelines. B.1. Redesign 101 Road with ABC Drive. Provide intersection-improvements at new intersection of 101 Road and ABC Drive. B.2. Place strategic signage at major intersection in the downtown center using district. B.3. Provide bike lanes, sidewalks and street lighting along 123 Street.	City, stakeholder group, City, Public, County, City, EDC	January 2013	General Funding, County Transportation Bond Program, Grant
	B.4. Design and develop a landscaped area for a new outdoor cafe (patio area), within the future.	City, AISC, local organizations		Bond issue, EDC, General Funding, private funding, Farmers Market Program grant, AISC
	B.5. Develop open space in the center portions of the block square.	City, AISC, planning, private, local organizations		General Funding, private funding, district grant, AISC
	B.6. Create outdoor retail and office space along the existing 1 Front Street.	City, AISC, developers, local business, business centers		General Funding, private funding, AISC
	B.7. Continue to develop historic Street as small specialty businesses.	City, AISC, developers, local business, business centers		General Funding, private funding, AISC
	B.8. Create and coordinate public art initiatives.	City, local organizations		General Funding, private funding, AISC

CTP Work Activities



- Council Study Sessions
- Staff Coordination Meetings
- Sub-Committee Meetings
- Public Meeting – Next Week!



Subcommittee Meeting #1 Goals & Objectives Review



- Five guiding principles
- Refined Goals
- Development of Objectives
- Mixed group collaboration

separate objectives for:

- Core Norman
 - walkability
 - crossable streets
 - bikeable
- Rural Norman
 - safety for bicycling
 - trails
 - approach corridors
- Suburban (beyond)
- Downtown?

enhance approach

3. Guiding Principle: Maintain and Preserve Existing Infrastructure

Goal #1: Prioritize investments to ensure the maintenance, rehabilitation, safety and reconstruction of current infrastructure systems.

improve

To Competitively

Objective P1: Design, operate and manage the transportation system to meet and enhance transportation safety for those traveling in and from Norman.

Objective P2: Implement transportation performance measures to forecast, degree to which the transportation system investments accomplish mobility objectives.

Objective P3: Strive to limit impacts of project implementation upon the surrounding neighborhoods during construction.

Objective P4/M1: Manage, reduce and avoid roadway congestion through targeted capacity enhancements, and promotion of making trips by transit.

Further describe the goal and better define

add the detail to be overall goal

accessibility

materials - not a wait key to traveling city

P1 - involve law enforcement in design + operate

P1 - system defined by individual modes of

market bike lanes, debris controls

2. Guiding Principle: Mobility

Goal #2: Manage, reduce and avoid roadway congestion by emphasizing multi-modal modes and network management through operational improvements, and other strategies.

Objective M1: Invest in locally street improvements for a network of arterial roads to meet the needs in the area beyond the core of Norman that support the effective movement of vehicles around rather than through the central core of Norman, while accommodating bicyclists and pedestrians as appropriate.

Objective M2: Invest in improvements to arterial and collector street network and parking provisions in the core of Norman that support the balanced mobility of pedestrians, bicyclists and vehicles.

Objective M3: Invest in proactive transit improvements that serve the central core of Norman at a high level of service with serving target areas of the city of Norman and providing connectivity to regional transit services with the intent to provide viable options to the personal vehicle.

Objective M4/M4: Manage, reduce and avoid roadway congestion through operational improvements, targeted capacity enhancements, and promotion of making trips by transit.

Objective M5: Serve as leader in regional transit discussions.

Consider complete streets policy for all roadway project

Create a

Provide bicycle and pedestrian links network not necessarily connected to roadways.

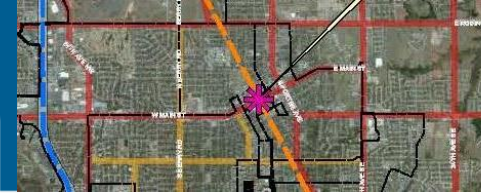


1. Guiding Principle: A Special Place to Live

Goal #1: Provide a transportation system planned and designed with people and places in mind, and provided with amenities and aesthetic treatments that enhance the traveling experience for all modes of transportation.

- Objective S1.** Adopt policies and ordinances and create programs that promote multimodal and context sensitive considerations and aesthetics into the planning and project funding of transportation facilities in Norman.
- Objective S2.** Institute departmental processes and procedures to ensure coordination of land use and transportation planning, and context sensitive solutions for design and implementation of transportation corridors and facilities in Norman.
- Objective S3.** Provide transportation investments and procedures that help enhance the traffic access and circulation, walkability, bikeability, aesthetics and amenities of the central core of Norman including Downtown, Campus Corner, OU, and surrounding neighborhoods.
- Objective S4.** Enhance the aesthetics of the section line roadway corridors that lead residents and visitors to the central core and major areas of retail and development and to significant attractions in Norman such as Thunderbird State Park.
- Objective S5.** Invest in improvements to minimize the impacts of railroad delay and noise through Norman.
- Objective S6.** Provide a wayfinding system of signage, markers and other devices to inform visitors and residents of the special areas and attractions in Norman.

Goals & Objectives Review



2. Guiding Principle: *Mobility*

Goal #2: Provide efficient and effective mobility to, from and within Norman by *ensuring* multi-modal transportation options and management for existing and anticipated future needs.

Objective M1. Provide mobility for people who live, work and visit Norman - especially those who are economically, socially or physically challenged - in order to support their full participation in society and contributions to Norman's economic productivity.

Objective M2. Invest in timely street improvement projects in the area beyond the core of Norman that serve the needs of motorists, pedestrians and bicyclists in the roadway corridor.

Objective M3. Invest in improvements to a network of transit routes in the core of Norman that provide for pedestrians, bicyclists and goods movement.

Objective M4. Invest in proactive transit system improvements in Norman at a high Level of Service while providing connectivity to regional transportation options to the personal vehicle.

Objective M5. Support efforts to develop a network of transit routes that serve as leaders in regional rail transportation.

Objective M6. Provide a network of bicycle routes, bike lanes and paths, that provide connectivity and recreational opportunities.



4. Guiding Principle: *Fiscal Stewardship*

Goal #4: Optimize the use of City of Norman funds and leverage additional funding for transportation to maximize the Norman public return on investment in transportation infrastructure and operations.

Objective F1. On an ongoing basis, identify and pursue private, regional, state and federal revenue sources for funding multimodal transportation improvements in Norman.

Objective F2. On an ongoing basis, integrate state and federal long-range transportation planning factors with local and regional transportation planning to maximize future funding opportunities for surface transportation projects in Norman.

Objective F3. On a monthly basis as needed, provide transparency and meaningful public awareness, ongoing citizen input, and participation opportunities to prepare the Norman CTP and its long-term implementation process.

Objective F4. On an ongoing basis, plan for and preserve rights-of-way and other real property for future multimodal transportation and supporting infrastructure investments in advance of economic development.

Objective F5. Develop a policy and programs for city consideration of private/public partnerships and donations to fund transportation infrastructure, amenities and aesthetics.

Objective F6. Create and implement tax assessments for transportation and supporting improvements associated with special initiatives, including bridge repair and rail transit.



3. Guiding Principle: *Maintain and Improve Existing Infrastructure*

Goal #3: Prioritize investments to ensure the maintenance, rehabilitation, safety and reconstruction of current infrastructure systems.

Objective P1. Design, operate and manage the transportation system to maintain or improve the quality of multimodal mobility, access and safety for those traveling in and living within Norman.

Objective P2. Develop and implement transportation system improvements that regularly monitor, evaluate, and forecast the impacts of transportation investments accomplish community goals.

Objective P3. Minimize the impacts of project construction on businesses and neighborhoods during construction.

Objective P4. Manage, reduce and avoid road closures for all roadway users through operational improvements, and promotion of multimodal transportation options.

Objective P5. Develop and promote programs of and assistance with the condition of transportation infrastructure and operations.



5. Guiding Principle: *Enhance Economic Vitality*

Goal #5: Invest in transportation improvements that support the physical and economic vitality of Norman's neighborhoods, *businesses*, employment and education districts.

Objective E1. Initiate and promote a managed parking system(s) and/or district(s) to support and encourage increased activity and density of development within the core of Norman and specifically to address the needs of Downtown, Campus Corner and DU, parking management for the adjacent neighborhoods.

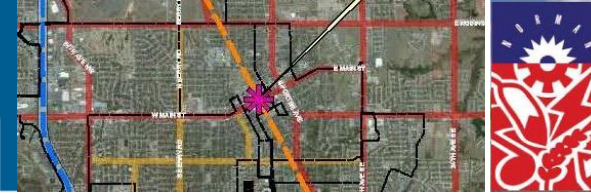
Objective E2. Provide for effective trucking, railroad and air freight movement to, from and through Norman, including supporting facilities and airspace, while minimizing their impact on the quality of life, specifically in the core of Norman.

Objective E3. Identify and promote land development strategies and suitable locations to maximize and support multi-modal development, such as mixed-use districts and transit oriented development that maximize the benefits of transit investments.

Objective E4. Identify and implement policies and programs to support and incentivize development initiatives within the city by establishment of special districts (e.g. TIF, PID, MMD) for use in timely implementation of transportation improvements.

Objective E5. Identify and implement policies and programs to streamline the project development process to reduce time to implement transportation improvements.

Land Use Planning Workshop with City Staff

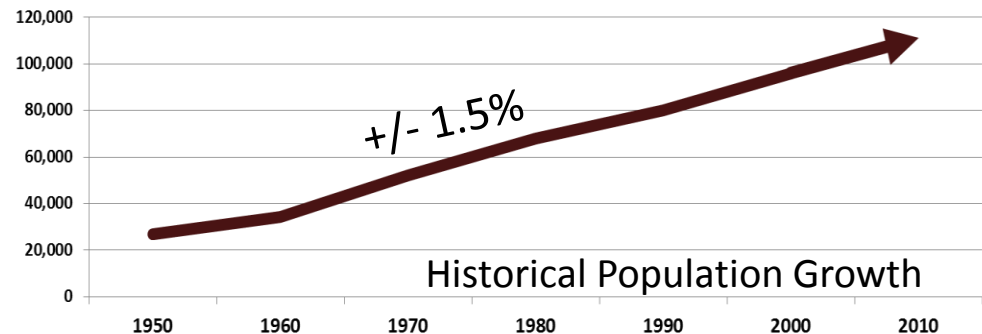


- Discussions of growth trends
 - Steady Population growth
 - Residential and commercial building permits locations
 - Rural vs. Urban sectors

- Comparison of Comprehensive Plan with ACOG Model for 2035
 - Population density
 - Roadway linkages
 - Capital improvements

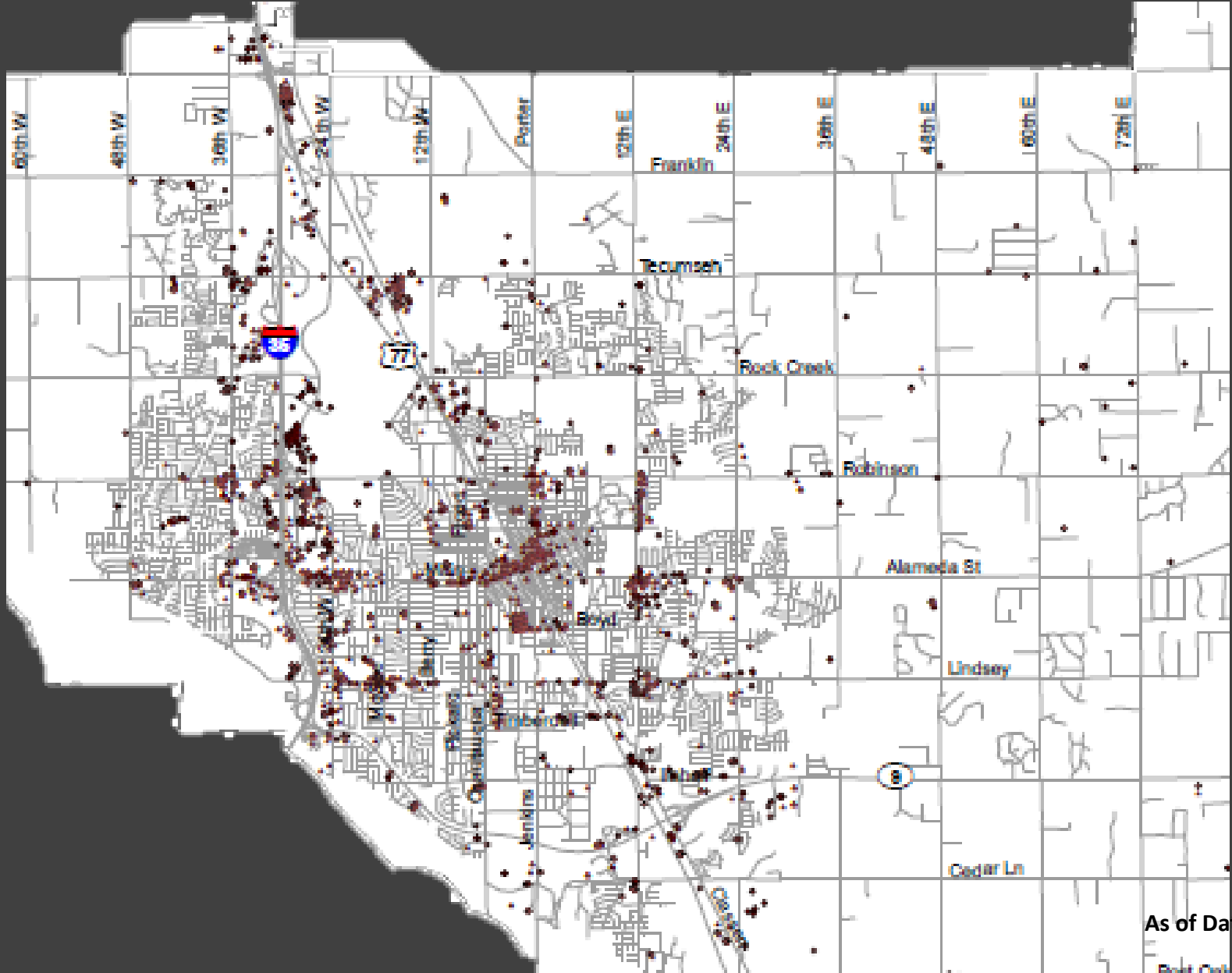
Population Projections			
Year	1.50%	Norman 2025	ACOG
2015	119,497	120,152	121,120
2025	136,682	137,147	137,548
2035	160,946	156,518	156,173

Year	Employment Projections	CAGR
2005	59,002	1.85%
2015	70,872	
2025	85,130	
2035	102,298	



Development Trends

2002-2011 Commercial Building Permits



As of Date

Foot Cont

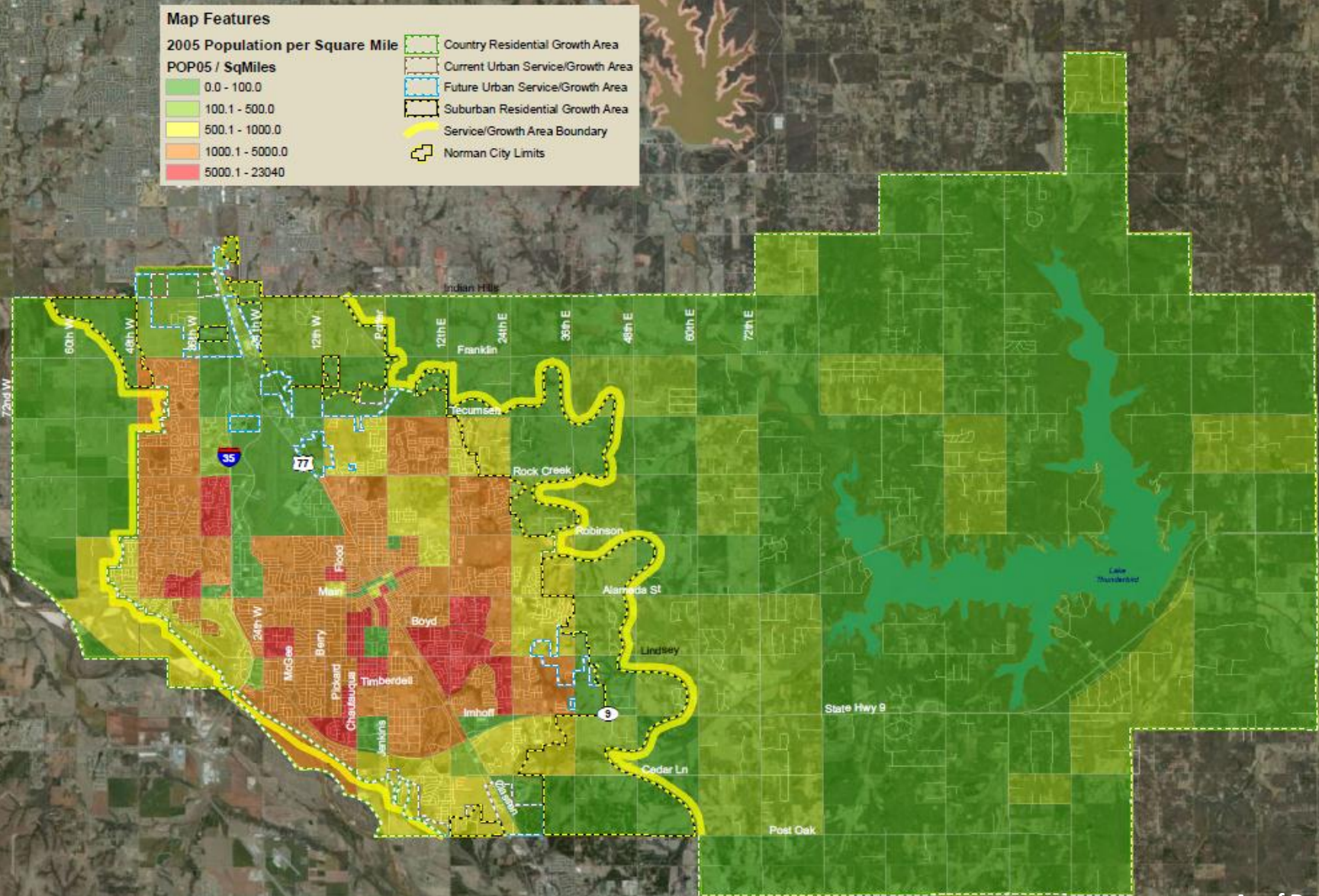
Existing Conditions

2005 Population Density (ACOG)



Map Features

2005 Population per Square Mile POP05 / SqMiles		Country Residential Growth Area
0.0 - 100.0	Country Residential Growth Area	Current Urban Service/Growth Area
100.1 - 500.0	Current Urban Service/Growth Area	Future Urban Service/Growth Area
500.1 - 1000.0	Future Urban Service/Growth Area	Suburban Residential Growth Area
1000.1 - 5000.0	Suburban Residential Growth Area	Service/Growth Area Boundary
5000.1 - 23040	Service/Growth Area Boundary	Norman City Limits



As of Date

Existing Conditions 2035 Population Density (ACOG)

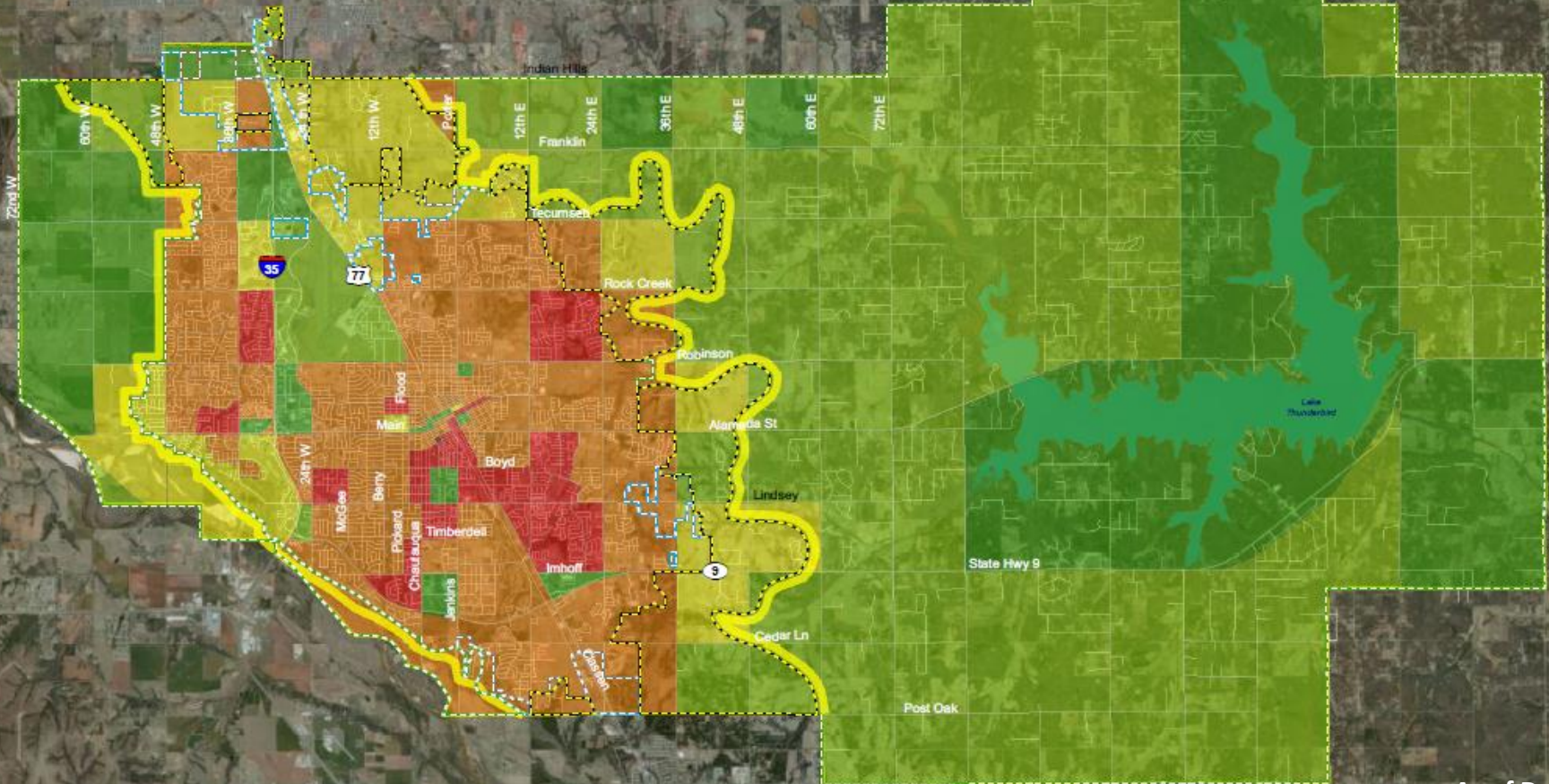


Map Features

2035 Population per Square Mile

RUN3 / SqMiles
0.0 - 100.0
100.1 - 500.0
500.1 - 1000.0
1000.1 - 5000.0
5000.1 - 25000.0
25000.1 - 31350.8

	Country Residential Growth Area
	Current Urban Service/Growth Area
	Future Urban Service/Growth Area
	Suburban Residential Growth Area
	Service/Growth Area Boundary
	Norman City Limits



As of Date

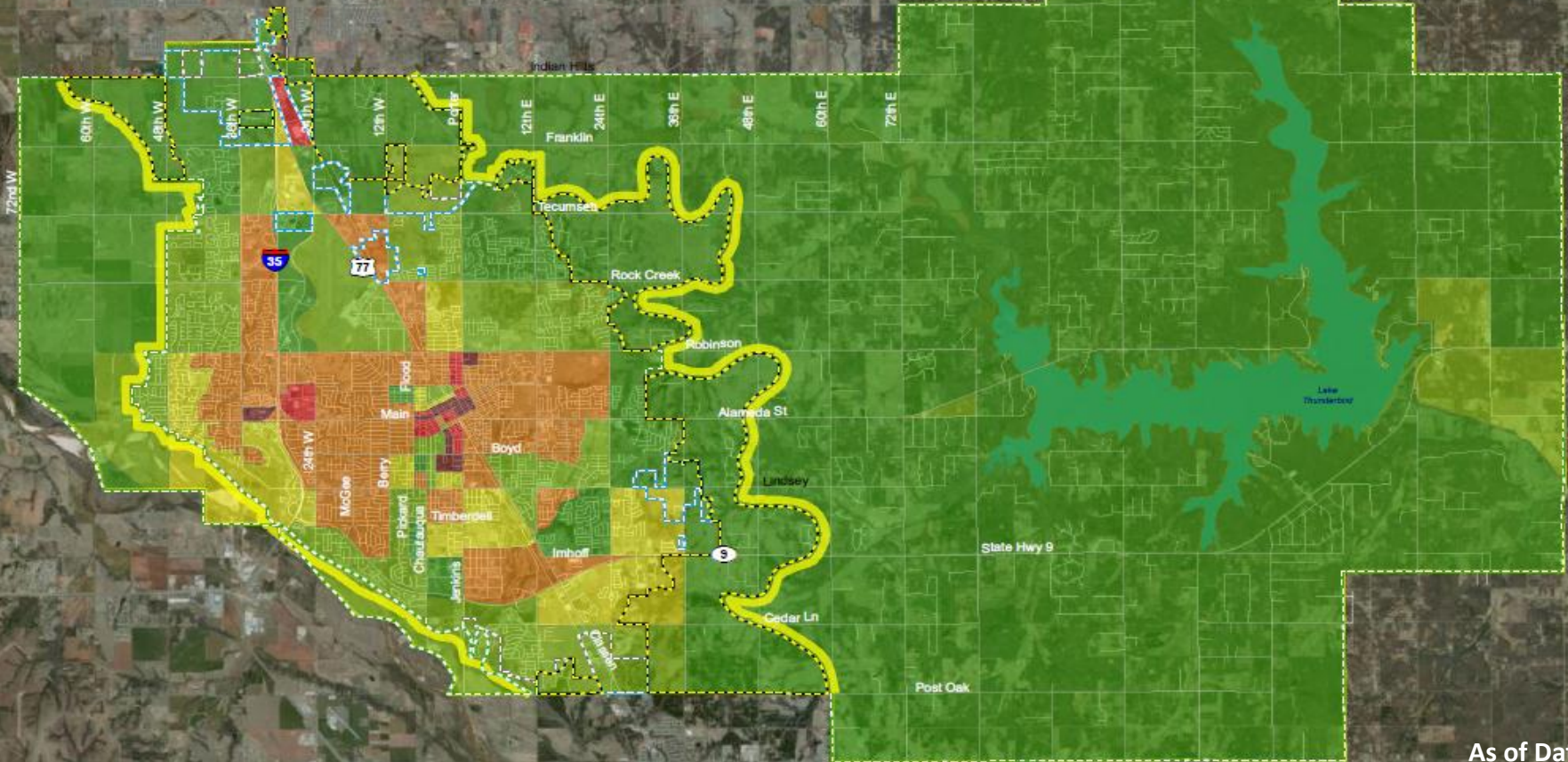
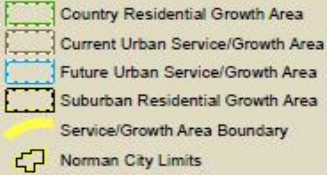
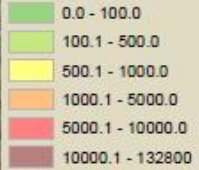
Existing Conditions 2005 Employment Density



Map Features

2005 Employment per Square Mile

EMP_2005 / SqMiles



As of Date

Existing Conditions 2035 Employment Density



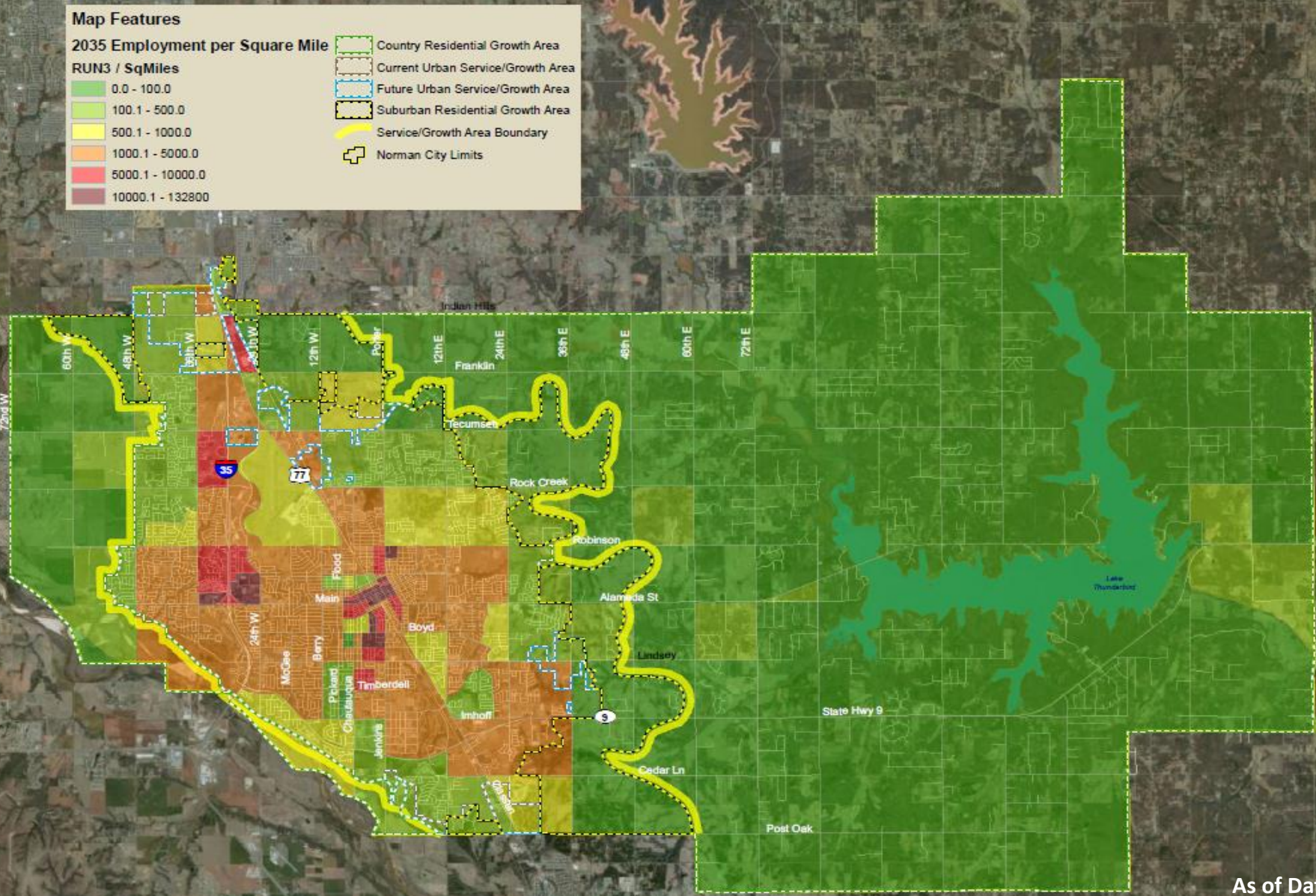
Map Features

2035 Employment per Square Mile

RUN3 / SqMiles

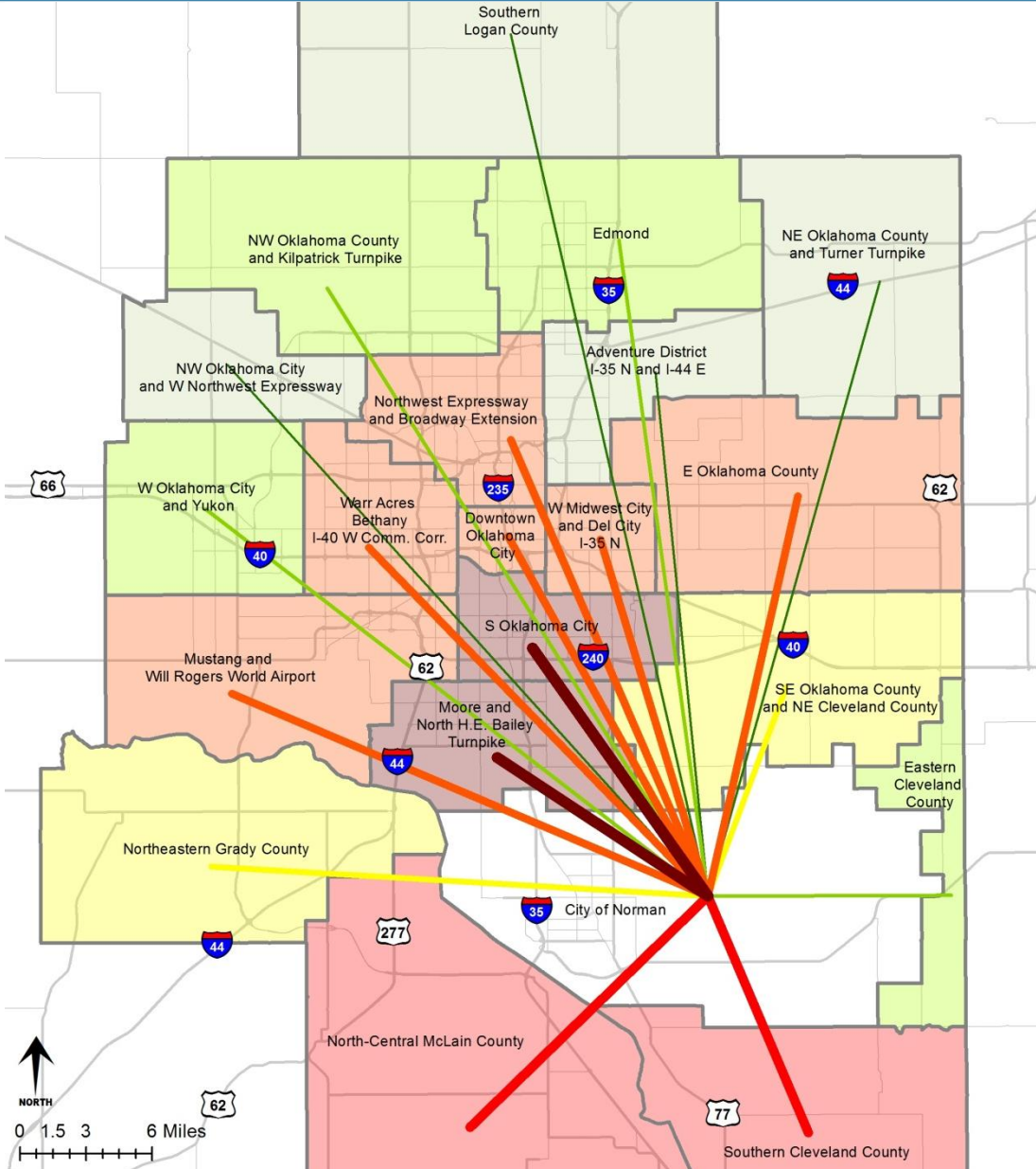
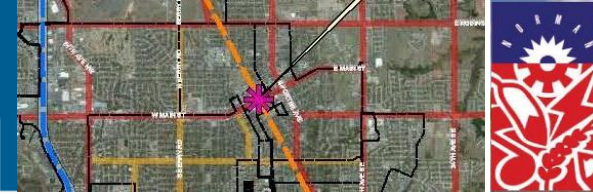
- 0.0 - 100.0
- 100.1 - 500.0
- 500.1 - 1000.0
- 1000.1 - 5000.0
- 5000.1 - 10000.0
- 10000.1 - 132800

- Country Residential Growth Area
- Current Urban Service/Growth Area
- Future Urban Service/Growth Area
- Suburban Residential Growth Area
- Service/Growth Area Boundary
- Norman City Limits

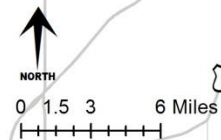
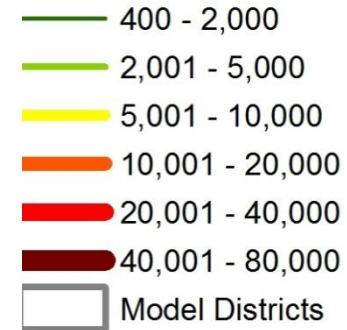


As of Date

2005 Travel Demand Origins/Destinations (ACOG)

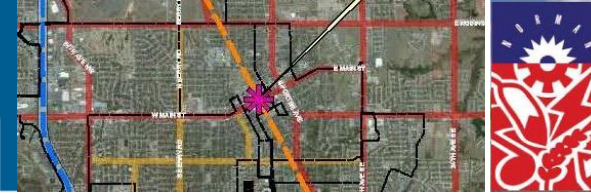


Trips per Weekday (Base Year)



Subcommittee Meeting #2

Existing Transportation Conditions



- Roadway Network
- Access Management
- Traffic Volumes
- Congestion-Major Corridors
- Roadway Safety
- Parking Inventory
- Freight Movements, Impacts
- Aviation Land Use & Access
- Roadway Inventory & Maintenance
- System Improvements
- Bike & Pedestrian Accommodations
- Transit Service

e-Builder 02004 Like ?

Dashboard Projects Planning Forms Processes Documents Calendar Contacts Bidding Cost Schedule Reports +

Freese Nichols

Kevin St. Jacques Please select a project...

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To Contact e-Builder Support
Please call (888)-288-5717 or email support@e-builder.net

Workflow in your court Show First ten

Project	Name	Subject	Step	Date Due
Norman CTP	Action Item #PM - 1	Folder Structure, Roles, Permissions		01.04.2013 12:00am
Norman CTP	AI - 5	Subcommittee Assignment 2-18-13	Review Action Item	
Norman CTP	AI - 1	Tech Memo on ACOG model adaptability for Norman CTP	Review Action Item	
Norman CTP	AI - 4	City Review of Existing Conditions Appendix	Review Action Item	
Norman CTP	AI - 6	Review summation of Subcommittee Breakout session notes	Review Action Item	
Norman CTP	AI - 2	First Draft of Compiled Existing Conditions Appendix	Review Action Item	

Forms | Processes

My first 10 tasks Show First ten

Project	Task	Finish Date	%	Manager
There are no tasks				

Tasks

Next Month's Events February 2013

S	M	T	W	T	F	S
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	1	2
3	4	5	6	7	8	9

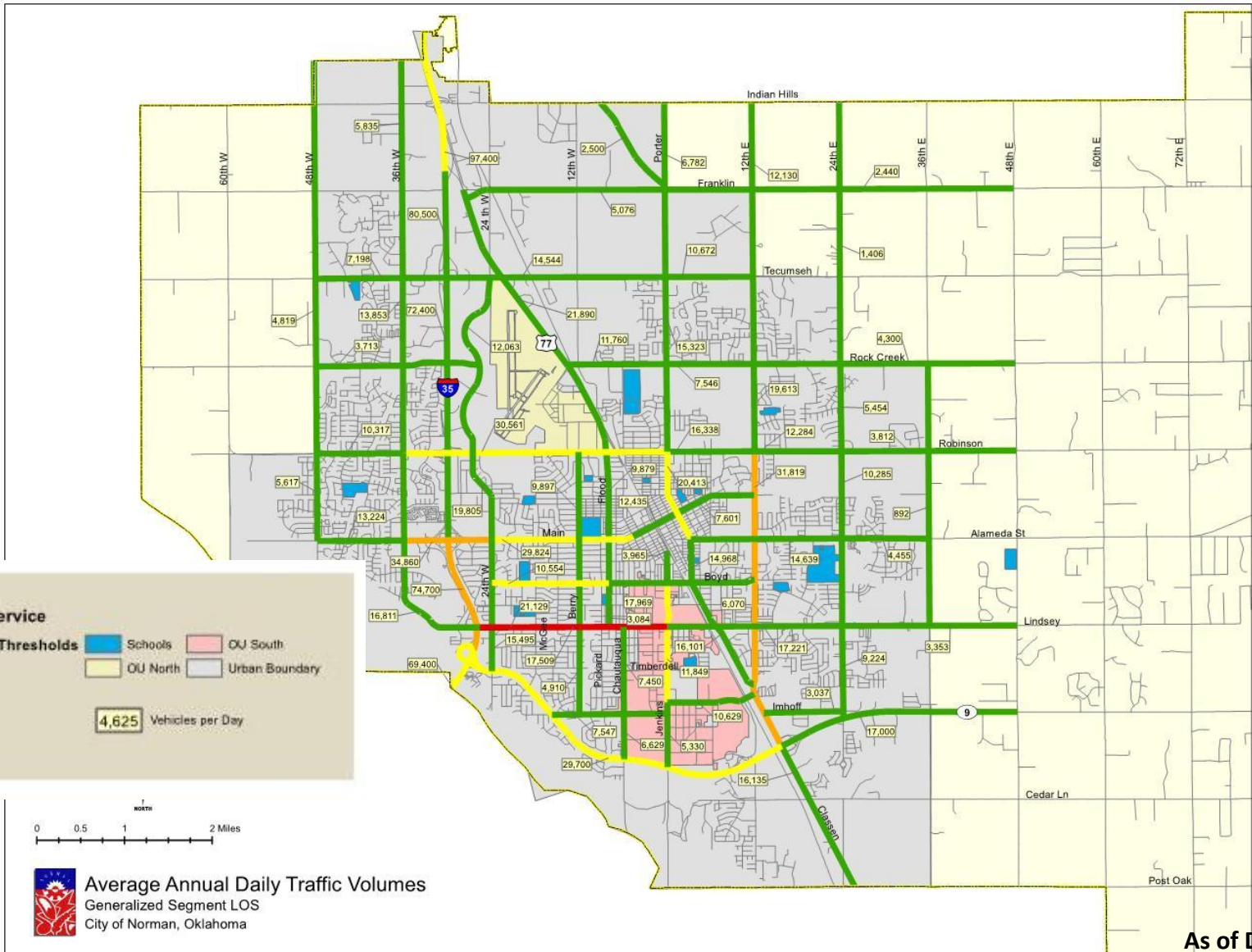
There are no events in the selected range.

Calendar

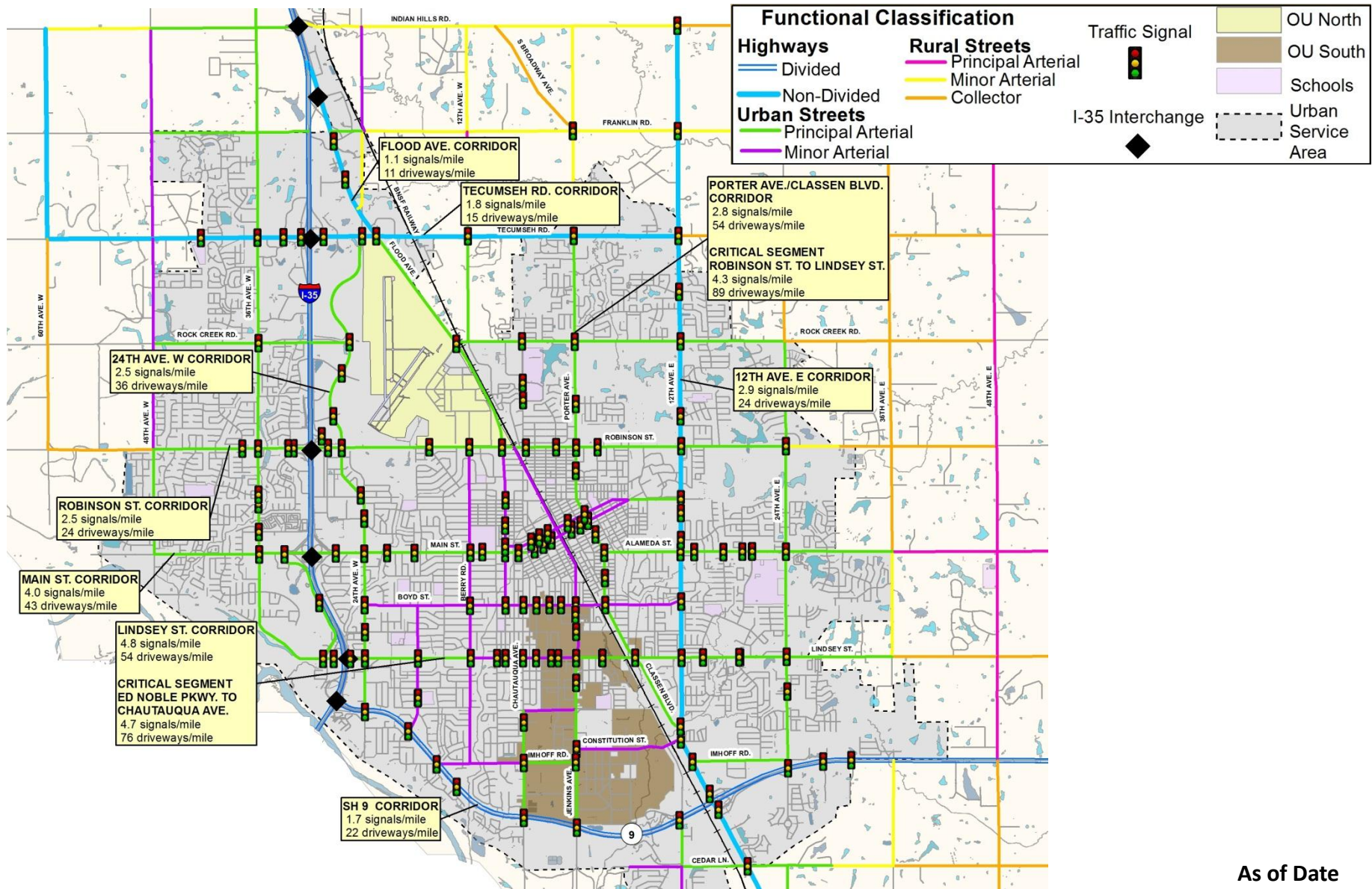
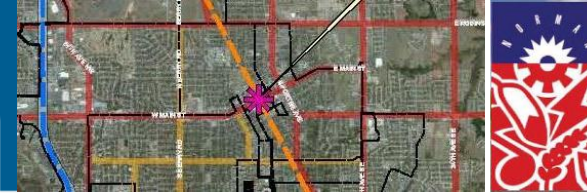
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Existing Conditions

Daily Traffic Volumes & Congestion



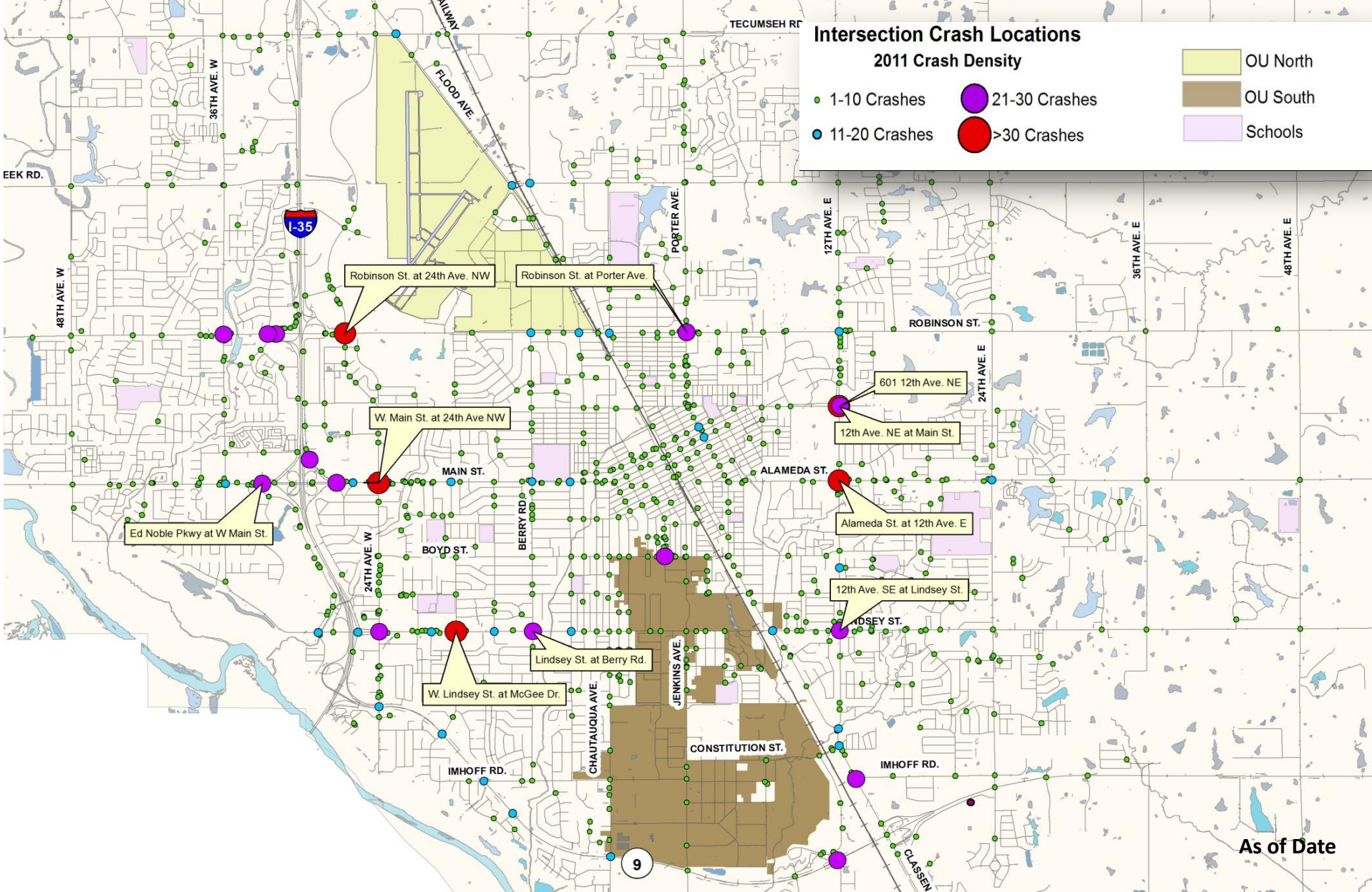
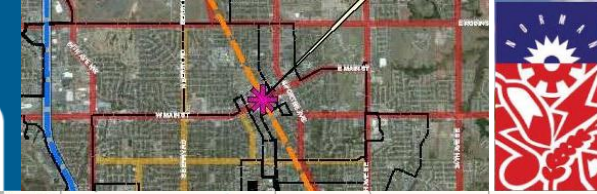
Existing Conditions Roadway Network



As of Date

Existing Conditions

Roadway Safety-Crash Locations



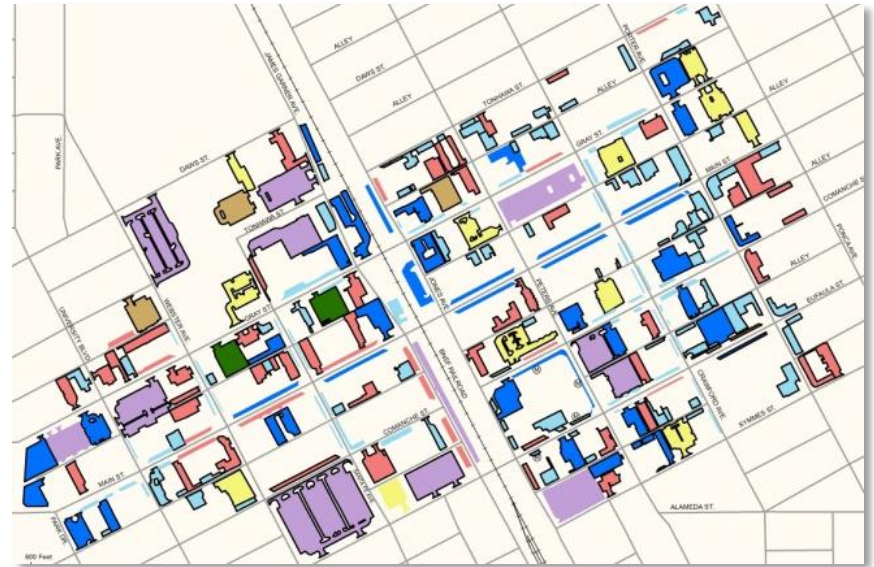
As of Date

Existing Conditions Parking Inventory Breakdown



Campus Corner Area

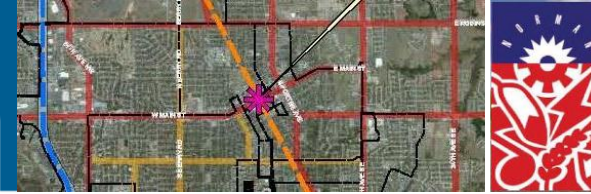
- Just under 2,000 spaces
- 87% surface
- 13% on-street
- 25% public
- Insufficient parking in the southern portion of the district



Central Business District

- 4,900 spaces
- 77% surface
- 23% on-street
- 25% public
- Insufficient parking in the eastern portion of the district especially along Main Street

Existing Conditions Freight Operations



- Rail
 - BNSF “Mid-Con” corridor
 - 50 million tons of freight per year
- Passenger Rail
 - Amtrak’s “Heartland Flyer”
 - Along BNSF Line
 - Service: Oklahoma City/Fort Worth
 - 84,000 annual ridership
 - On Average 10% originate/destined for Norman. Numbers differ by year (In 2011, 12% originating/destined for Norman)
- Truck Operations
 - Interstate 35 (15% Truck Traffic)
 - SH 9 (6% Truck Traffic)

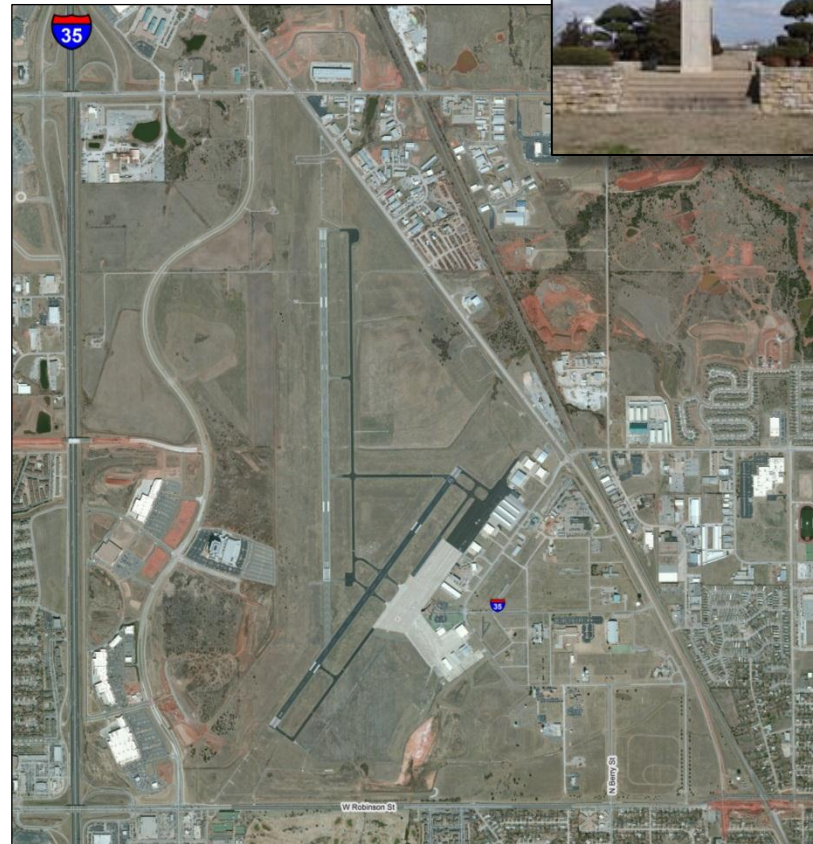


As of Date

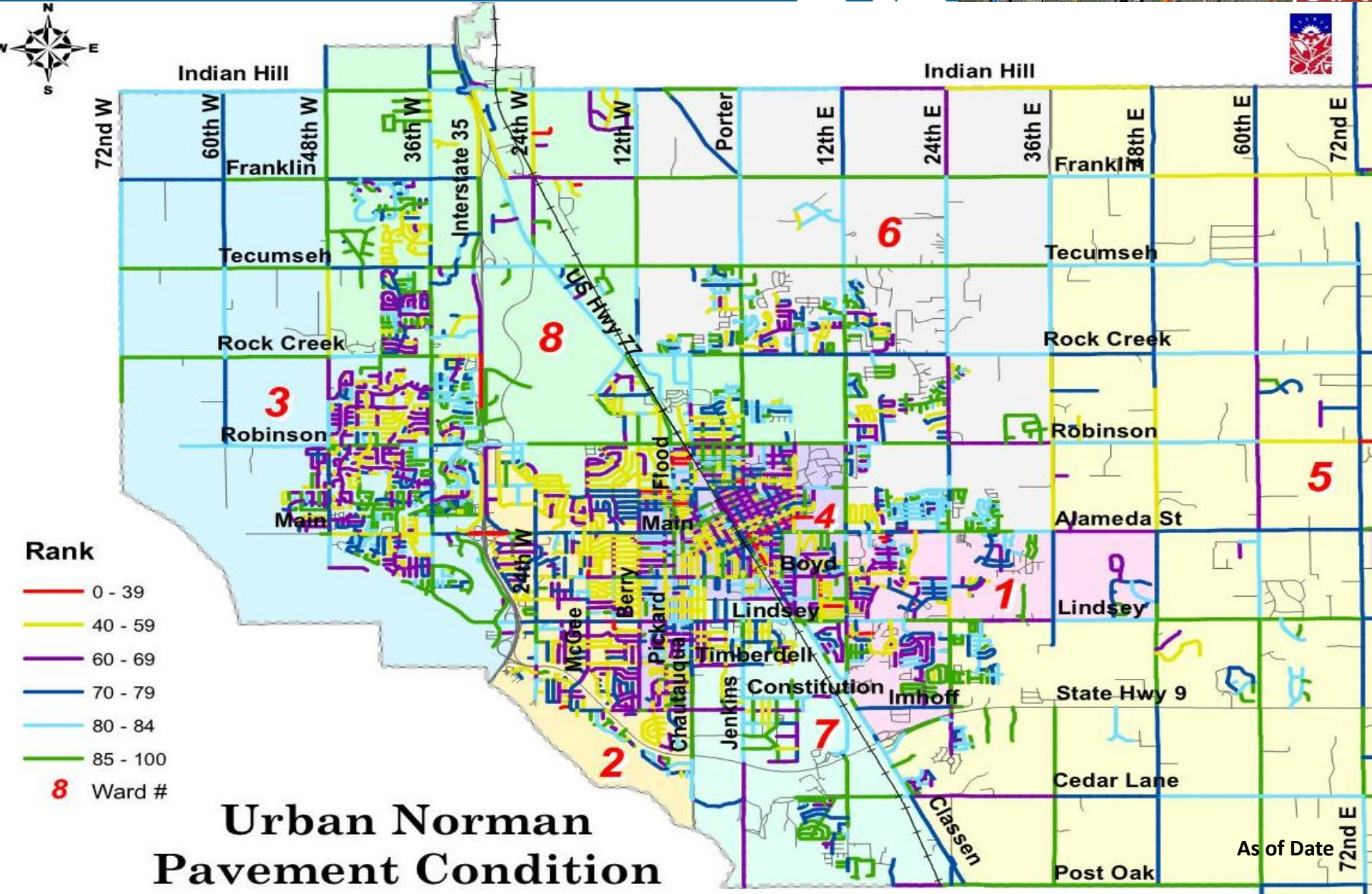
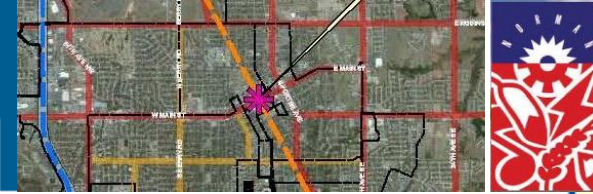
Max Westheimer Airport



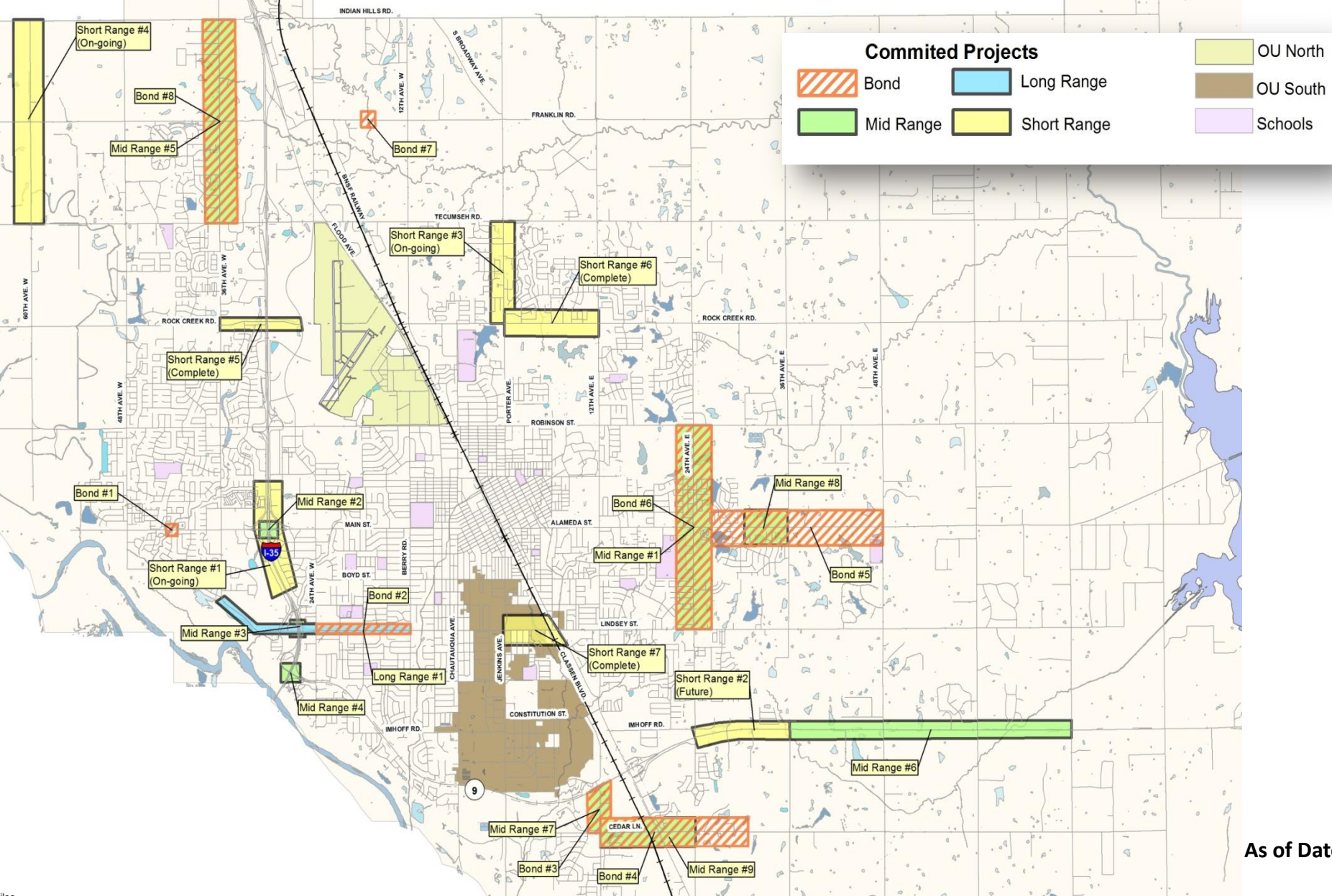
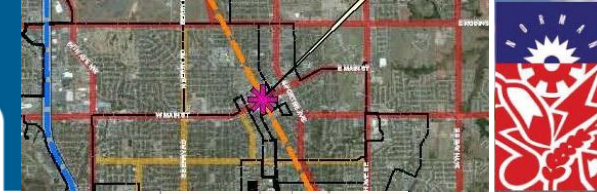
- Airport Stats:
 - Reliever Airport
 - Manned ATCT
 - 2 Active Runways; 17/35 ILS
 - 66,000 aircraft ops/year
 - 69 hangars on site
- OU Aviation Program
- 1995 Master Plan; 2004 Action Plan
- 2008 North Development Plan
- Grant Money since 1970: \$21M
- Research Campus North-1,120 ac.
- Univ. North Park – 580ac mixed use
- Height Hazard Zoning in place



Existing Conditions Roadway Inventory and Conditions



Existing Conditions Planned Programs and Initiatives

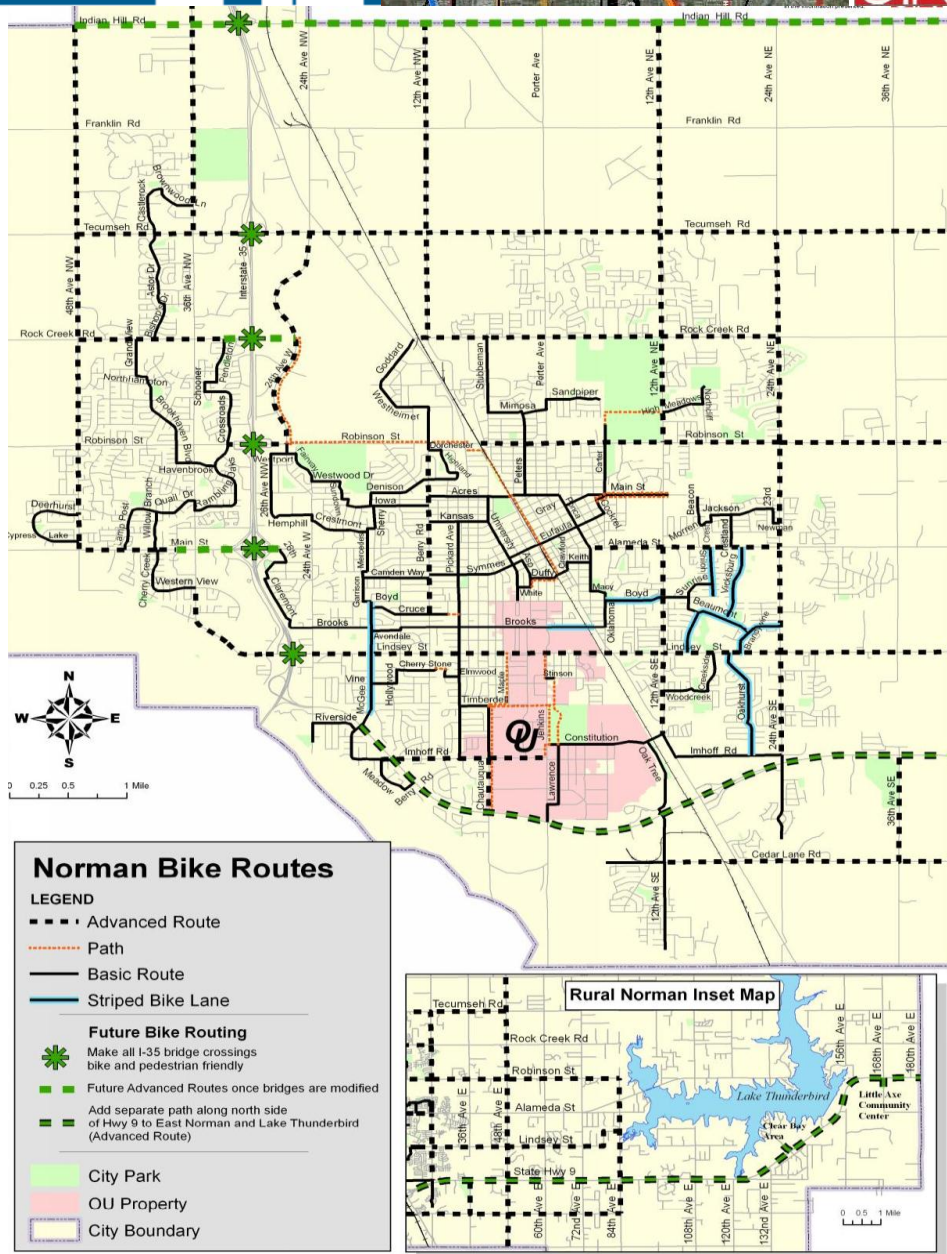


As of Date

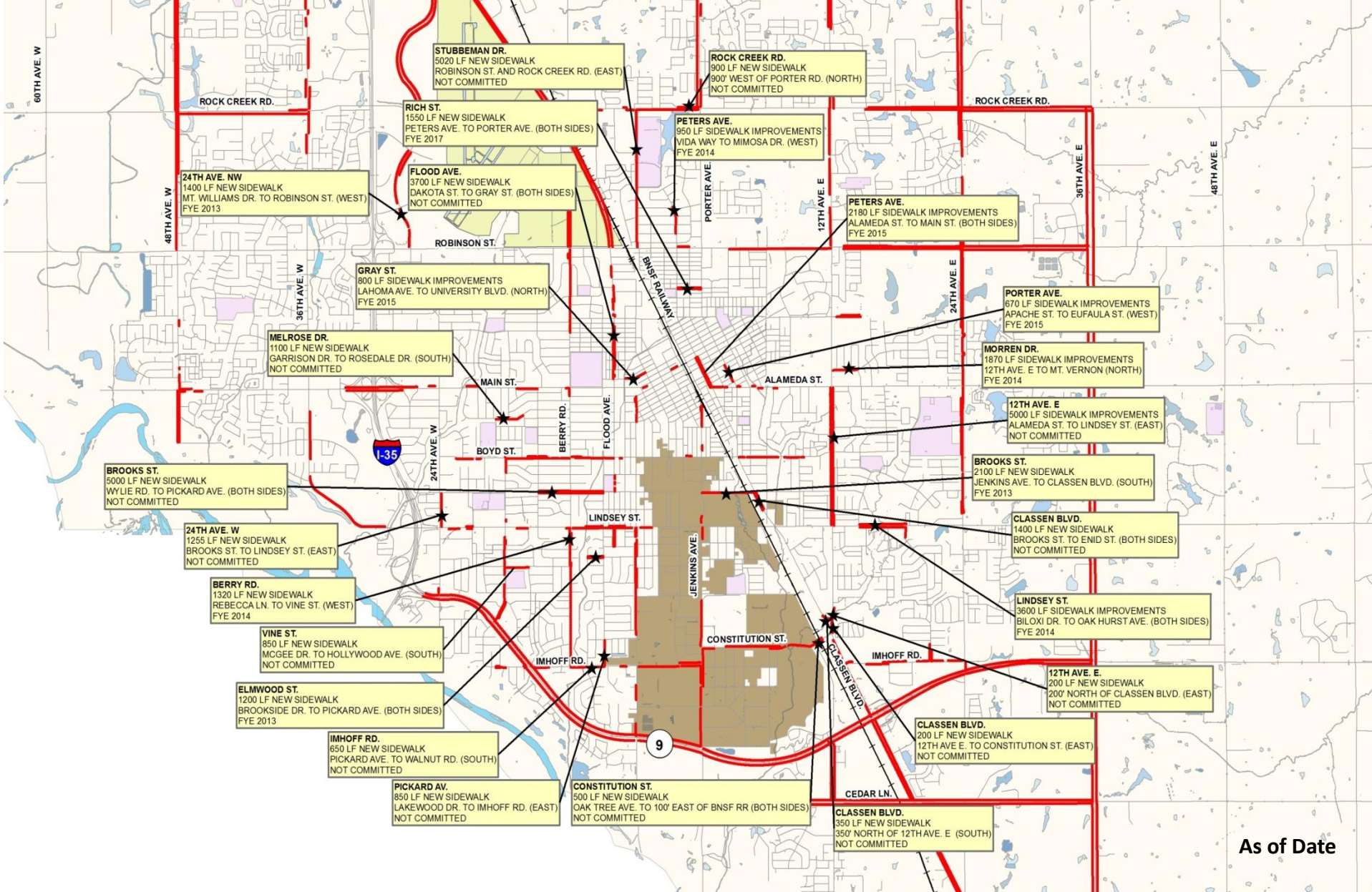
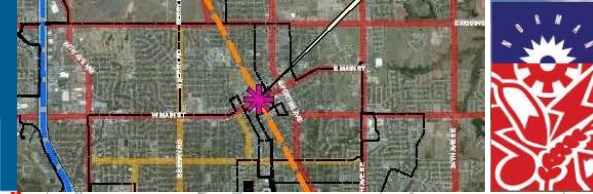
Existing Conditions Bicycle & Pedestrian Accommodations

- Bicycle Accommodations
 - 1996 Bicycle Transportation Map
 - Norman Bicycle Advisory Committee (BAC)
 - 2011 Bike Route Map
 - OU Bicycle Advisory Committee
 - OU Bike Patrol
 - Bicycle Friendly City
- Pedestrian Accommodations
 - Sidewalk Requirements
 - Walk Friendly Community (WFC)
 - CIP sidewalk project listing

As of Date

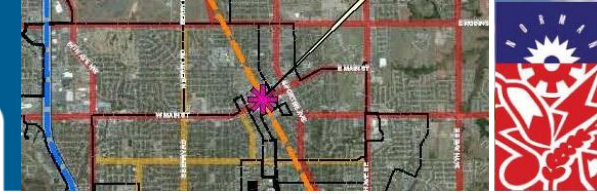


Existing Conditions Sidewalk Gaps and Planned Projects



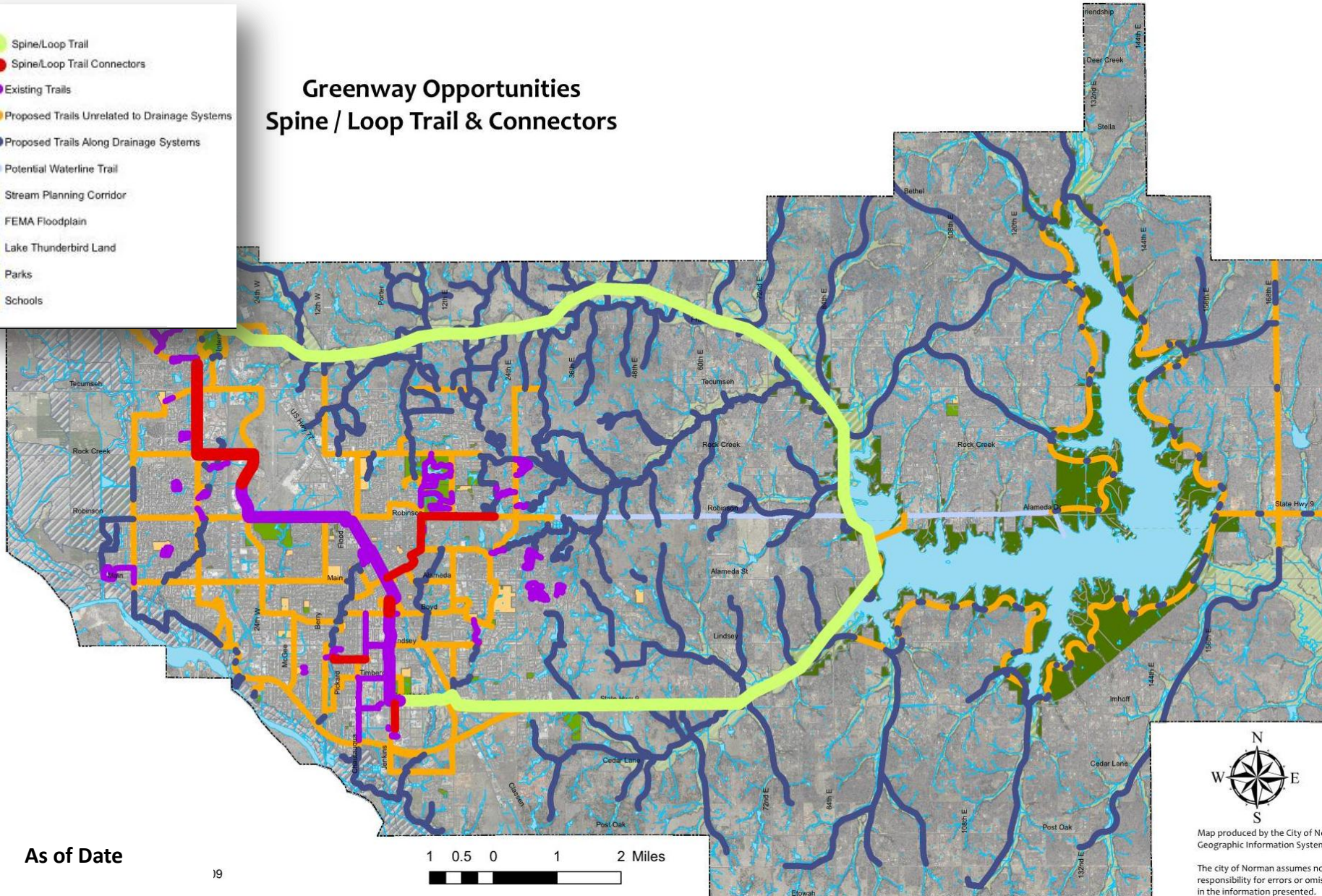
As of Date

Existing & Planned Conditions Bicycle and Pedestrian Accommodations

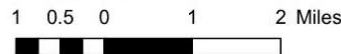


- Spine/Loop Trail
- Spine/Loop Trail Connectors
- Existing Trails
- Proposed Trails Unrelated to Drainage Systems
- Proposed Trails Along Drainage Systems
- Potential Waterline Trail
- Stream Planning Corridor
- FEMA Floodplain
- Lake Thunderbird Land
- Parks
- Schools

Greenway Opportunities Spine / Loop Trail & Connectors



As of Date



Map produced by the City of Norman Geographic Information System

The city of Norman assumes no responsibility for errors or omissions in the information presented.

Existing Conditions Transit Service

- Cleveland Area Rapid Transit
- Greyhound Bus
- Megabus
- Airport Express
- Taxi Operations
- GetAroundOK
- Timecar

Public Transportation

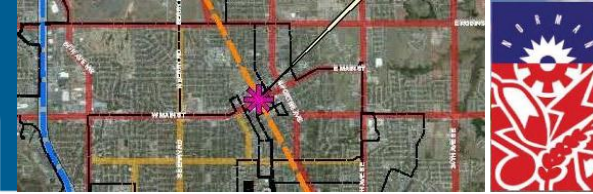
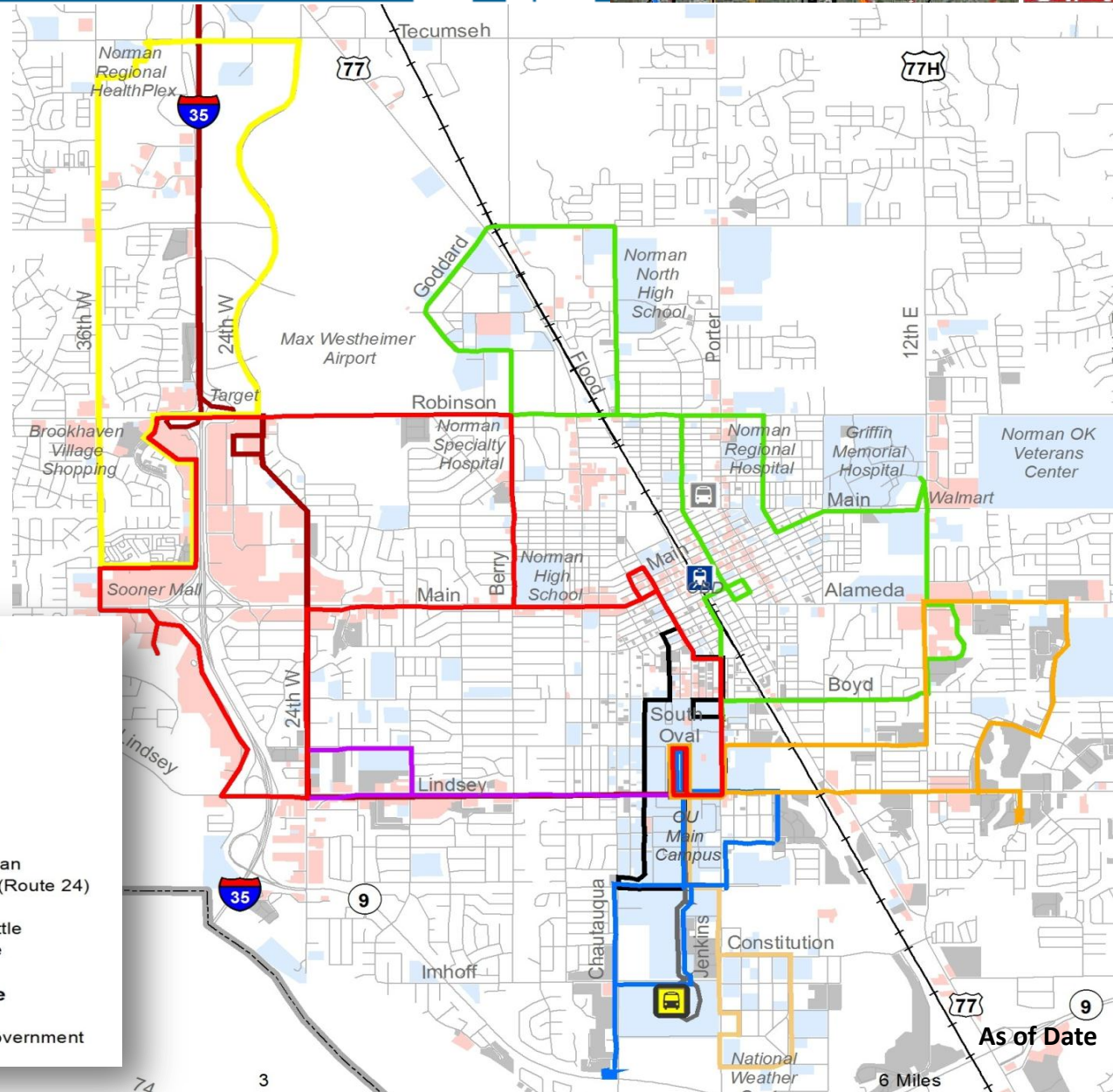
- Amtrak
- Megabus
- Greyhound

N10 Main Street

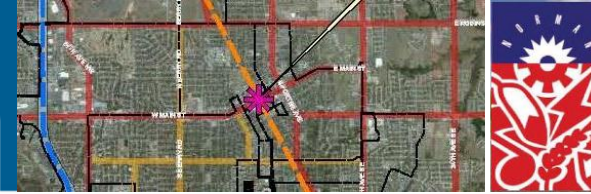
- N10 Main Street
- N11 Lindsey East
- N12 Lindsey West
- N20 West Norman
- N21 Alameda-E Norman
- N24 Sooner Express (Route 24)
- N32 Apartment Loop
- N40 Lloyd Noble Shuttle
- N42 Research Shuttle
- N52 Campus Loop

ACOG: 2005 Land Use

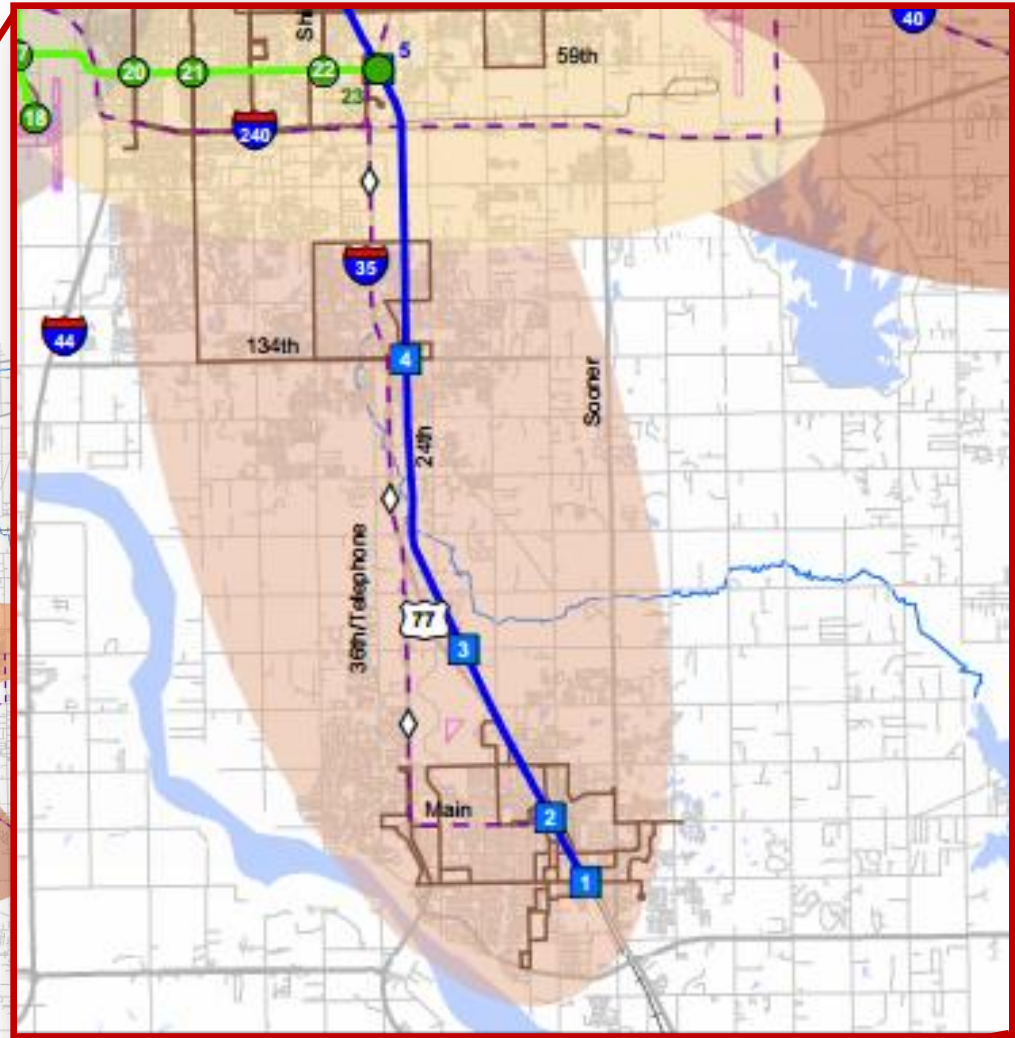
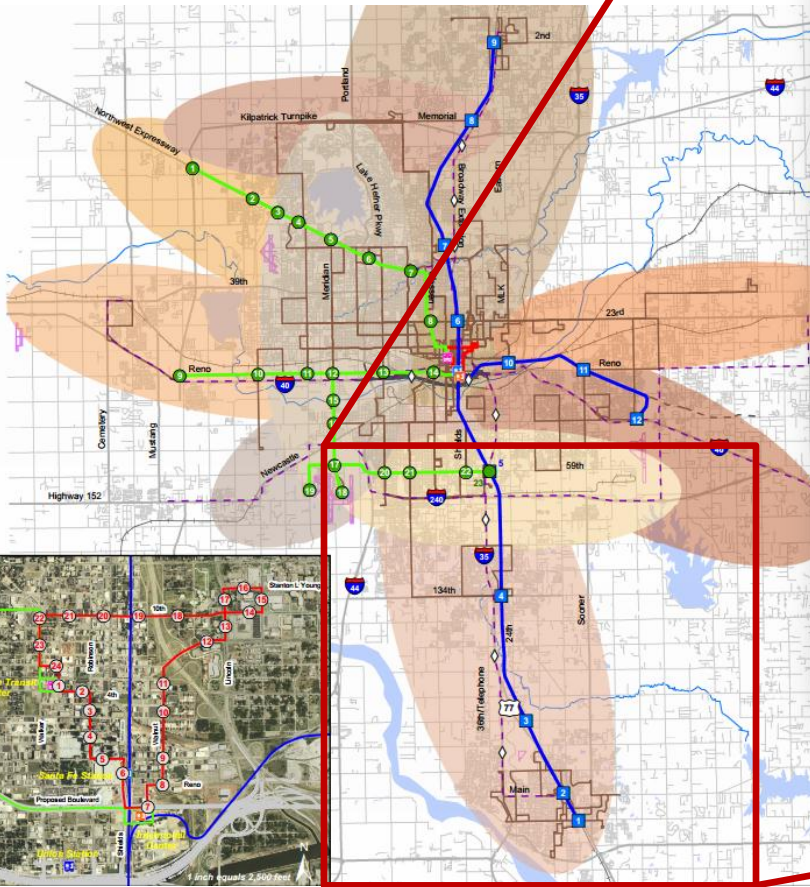
- Commercial / Retail
- Education/Medical/Government
- Apartments



Existing Conditions Transit Service

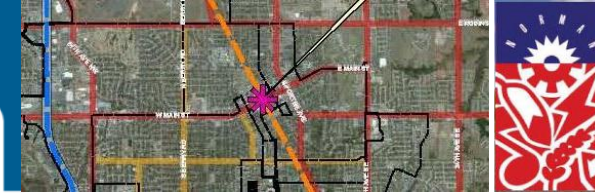


- COTPA Fixed Guideway Study
- 3 Commuter Rail Stations in Norman



As of Date

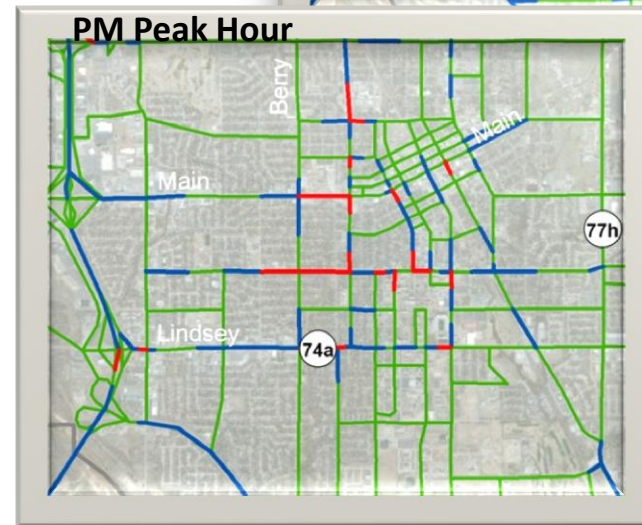
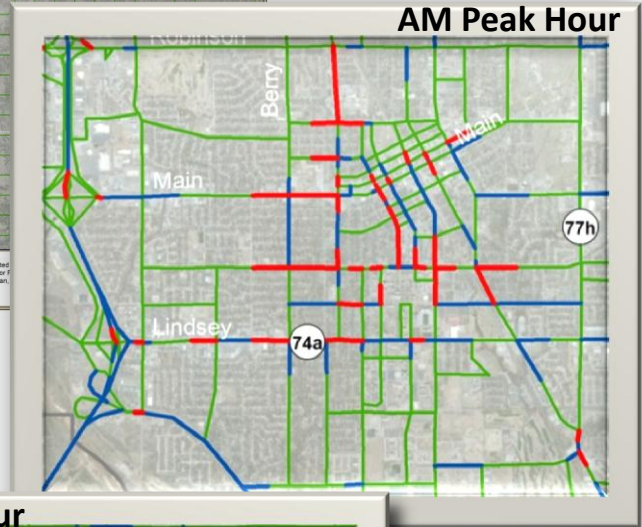
Transportation Needs



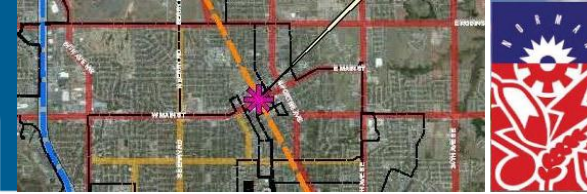
- Initial work with Sub-Committee
- Modal Assessment of needs
- Focus on short range projects
- Team evaluation of SR projects
- Modeling: E+C Analyses

Existing + Committed Analysis

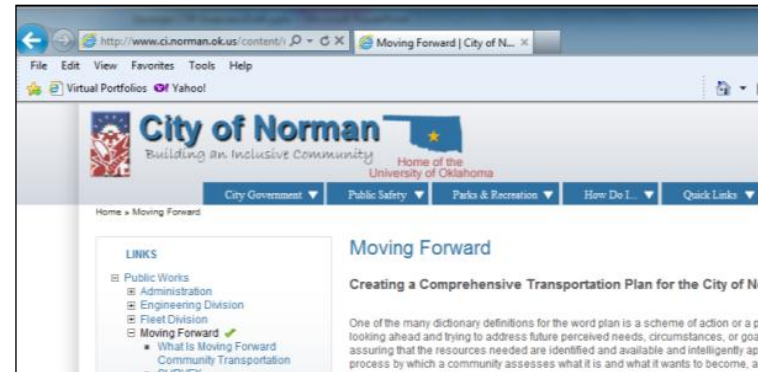
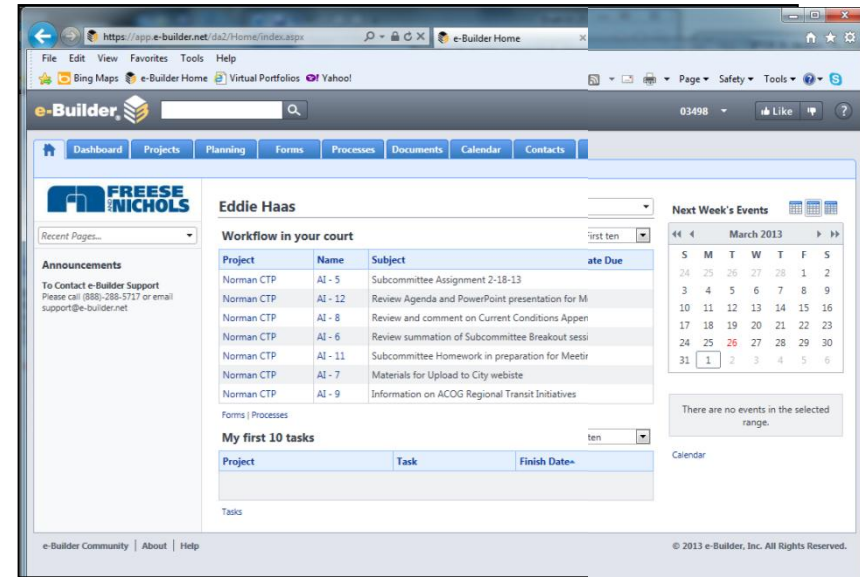
2035 Peak Traffic



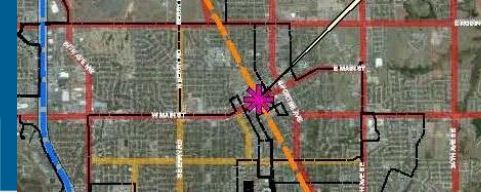
Social Media



- SC work via e-Builder
- Posting of CTP interim products on City website
- Moving Forward website page
- Announcing availability of CTP interim products on Facebook
- Pushing out messages about CTP interim products using Twitter
- Recent product posts:
 - Subcommittee Meeting Materials
 - Chapters:
 - Refined Goals and Objectives
 - Existing Conditions



Next Steps: Public Meeting #1



Dec 2012 Mar 2013 Jun 2013 Sep 2013 Dec 2013 Mar 2014

1. **Guiding Principles, Goals and Objectives**



2. **Existing Transportation Systems**



★ Public Meeting #1 in Mid April

3. **Assessment of Transportation Needs**



4. **Forecast Transportation Conditions**



5. **Develop Long Range Improvements Plan**



6. **Transportation Policies and Programs**



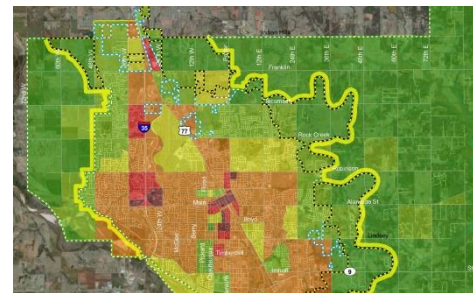
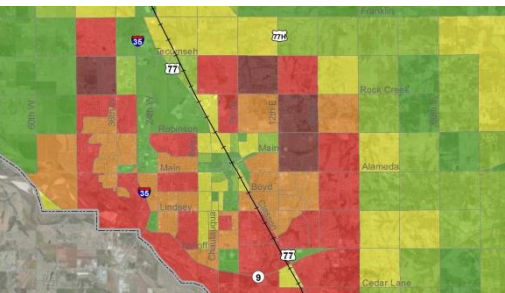
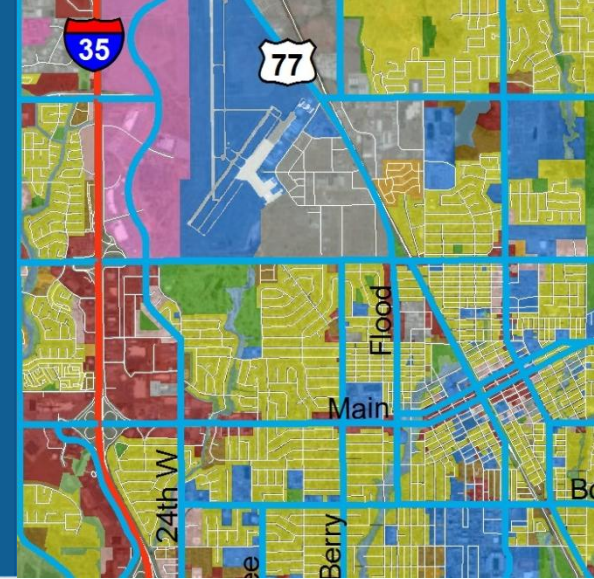
7. **Implementation**



8. **Documentation**



▲ Subcommittee Meetings
★ Public Meetings
★ Public Hearings



Norman Comprehensive Transportation Plan

CTP OVERVIEW

Aviation/Transportation Committee
April 9, 2013