



CITY OF NORMAN, OK CITY COUNCIL COMMUNITY PLANNING & TRANSPORTATION COMMITTEE MEETING

Municipal Building, Executive Conference Room, 201 West Gray, Norman,
OK 73069

Thursday, October 24, 2024 at 4:00 PM

MINUTES

The Community Planning & Transportation Committee of the City of Norman, Cleveland County, State of Oklahoma, will meet in Regular Session in the Executive Conference Room in the Municipal Building, on Thursday, October 24, 2024 at 4:00 PM, and notice of the agenda of the meeting was posted at the Norman Municipal Building at 201 West Gray and on the City website at least 24 hours prior to the beginning of the meeting.

CALL TO ORDER

Councilmember Stephen Holman called the meeting to order at 4:00 pm.

MEMBERS PRESENT

Councilmember Ward 7 Stephen Holman
Councilmember Ward 4 Helen Grant

OTHERS PRESENT

Ms. Shannon Stevenson, Assistant City Manager
Ms. Beth Muckala, Assistant City Attorney III
Mr. Anthony Purinton, Assistant City Attorney III
Mr. Taylor Johnson, Transit and Parking Manager
Mr. Jason Huff, Transit Planner and Grants Specialist
Mr. Scott Sturtz, Interim Public Works Director
Mr. Tim Miles, Acting City Engineer
Mr. David Reiland, Transportation Engineer
Mr. Bret Cabbiness, Garver Engineering
Ms. Katherine Hammans, Admin Tech III, City Clerk

AGENDA ITEMS

1. PRESENTATION OF THE SEPTEMBER PUBLIC TRANSIT REPORT.

Mr. Taylor Johnson, Transit and Parking Program Manager, presented the September 2024 Public Transit Report. This month marks one full year since implementing major route changes and opening the Downtown Transit Center at 320 E. Comanche. Starting next month, Staff will begin presenting "Apples to Apples" comparisons of route performance year-over-year.

Route 112 Update

- Starting Monday, the frequency of Route 112 will double, moving from 60-minute to 30-minute service.
- This change was approved by Council through the budget process in collaboration with Embark.
- Route 112 was identified in the long-range transit plan as a top priority for increased frequency due to ridership demand.

The total Embark Norman system rides are just under 45,000, compared to a little over 35,000 in September 2023.

- 1,862 daily average ridership (a 30% increase Year-over-Year).
- PLUS Ridership increased by approximately 350 rides compared to last September.
- The increase may be partly attributed to favorable October weather.

Norman On-Demand Ridership

- September 2024 had 4,760 rides versus 2,223 rides in September 2023. (53% increase year-over-year). In September 2023, the program had only been active for just over a month.
- Growth is likely due to:
 - Rider familiarity with the system
 - Start of the academic semester at OU
 - General seasonal uptick in transportation needs

Wheelchair Accessible Vehicles (WAV)

- 6,433 trips completed July 1 – September 30, 2024 (33% in September alone) Year-over-Year Increase in WAV Use is 72.8%.
- Committee members noted this increase aligns with the program's primary goal of improving accessibility.
- Request to collect additional data on peak usage times (e.g., 9 PM, 10 PM, 2 AM, etc.).
 - Sundays have high Wheelchair Accessible Vehicle ridership.
 - Potential future analysis of travel patterns to determine demand for daytime or extended service.
 - Norman On-Demand is still being refined as it completes its first full year, allowing for more comprehensive analysis going forward.

1. (continued) PRESENTATION OF THE SEPTEMBER PUBLIC TRANSIT REPORT.

Norman On-Demand Service Data and Considerations

- Committee members requested more data on:
 - Peak hours of the day
 - Most popular days of the week (e.g., whether ridership is higher on Wednesdays or Sundays)
- Important for evaluating potential future expansions or funding decisions for next year.
- Current flat fee is \$2 per ride.
 - Discussed potential fee adjustments if service hours are expanded to daytime or coverage areas are broadened.
 - Exploring scenarios with a \$5 flat fee to support service expansion.
- Federal or State grant opportunities:
 - With a year of ridership data, there is more potential for grants
 - Most available grants are for startups or expansions, not ongoing operations.
 - Some FTA funds could be used with proper contracting, but current funds are allocated to existing services.
 - Possibility of covering 1–2 years of expansion costs with grant funding

Geographic Coverage and Service Gaps

- Current northern boundary of Norman On-Demand service is Tecumseh and Rock Creek area.
- Suggestions and resident requests for expanded service areas:
 - Norman Regional 9 Emergency Center
 - NCED Conference Center & Hotel
 - East Side Library Branch
 - Moore Norman Technology Center (MNTC)
- Expanding service may require extended hours, not just added coverage.
- Cost implications must be considered during budget planning.
- Discussions are ongoing with service operator VIA for specific expansions (e.g., Norman Regional 9).

Route 111 – East Lindsey Success

- Route 111 (East Lindsey) saw a 52% increase in ridership since route changes last year.
- Initial concerns about removing stops were alleviated by:
 - Extending service area further east
 - Strategic stop placements
- Route 111 is now one of the most heavily used routes, nearly surpassing all other routes combined.
 - Serves high-demand locations: OU, downtown, Homeland, Walmart, multifamily housing.
 - Future long-term plan includes adding another bus to this route to move toward 15-minute frequency.

2. (continued) PRESENTATION OF THE SEPTEMBER PUBLIC TRANSIT REPORT.

Specialized Transit Services

- Social Security Bus Service:
 - Operates Tuesdays and Friday afternoons
 - One round-trip: departs from Transit Center, returns after a few hours.
- Sooner Express (now "Norman Express"):
 - Runs between Norman and Oklahoma City
 - Operates 7–9 times per day
 - Departs from the Transit Center
 - Fully managed and funded through EMBARK/OKC; not included in Norman's ridership data or budget.
 - Councilmembers expressed interest in tracking ridership data for this route despite it being externally operated.

Norman Express and Regional Commutes

- Inquiry raised about how many people are commuting from Norman to Oklahoma City (and vice versa) via Norman Express (formerly Sooner Express).
- Staff acknowledged interest in gathering and reporting those figures in future updates.

The City receives ongoing requests from Councilmembers and constituents to expand transit service to the East Side Library. Route changes are difficult, but Staff will continue to evaluate coverage options in this area.

The new bench has been installed in front of the Transit Center and multiple residents have been observed utilizing it.

City staff and Healthy Living Norman are working together to develop ideas for transit access to wellness facilities, possibly using EMBARK Plus or a similar service.

2. DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Mr. Scott Sturtz, Director of Public Works, and Mr. Bret Cabbiness, Transportation Team Leader, Garver Engineering, presented information on the use of road diets and roundabouts for long-term transportation planning and to improve safety and traffic efficiency on the City of Norman roadways.

Mr. Cabbiness noted that roundabouts and road diet discussions directly feed into the Comprehensive Transportation Plan update. Staff and consultants aim to create a standardized and strategic approach for evaluating and implementing these solutions across Norman. The emphasis is on building a toolkit for planners and engineers that supports proactive rather than reactive decisions.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Road Diets focus on evaluating and adjusting street designs to reflect changing traffic volumes and patterns. Previous road diet projects in Norman have been well-received. As major corridor projects like Porter Avenue, Gray Street, and James Garner Phase 2 wrap up, there is a lot of interest in using these experiences to inform future designs.

Roundabouts provide a safer alternative to signalized intersections, reduce collision severity, improve traffic flow and lowers emissions, energy use and fuel consumption.

Staff and council members reported positive public responses and learning curve around the new roundabout at James Garner and Flood. It saves time and reduces reliance on major intersections like Flood and Robinson.

- Traffic flow improves weekly as drivers adjust to the configuration.
- "Gap acceptance" (i.e., vehicles merging into the circle more confidently) has increased.
- Yielding behavior is improving as drivers are increasingly recognizing that vehicles inside the roundabout have the right-of-way.
- Larger, clearer signage added to help with navigation and yield compliance.
- Signage updates improved driver confidence and reduced confusion.

Staff are looking at identifying more locations in Norman suitable for roundabout conversions, particularly replacing traditional four-way stops.

- A roundabout is planned for South Jenkins and Woodslawn, with general excitement and support.
- Anticipated roundabout at the intersection of Jenkins and Constitution will bookend the same road with roundabouts on both ends.
- Alameda, Crawford & Apache Intersection highlighted as a top candidate for future roundabout conversion.
 - Known for confusing five-legged geometry.
 - Existing two-way stop has led to driver uncertainty and safety concerns.
 - Previously submitted for capital funding; staff will reapply this year.
 - Possibility of using state or federal safety grants if aligned with criteria.
- Not originally planned that way but roundabouts are now seen as a beneficial configuration for traffic calming and flow.
- Roundabouts can cost less than signalized intersections, depending on the location and constraints.
- Emphasis placed on developing a consistent scoring/ranking system to evaluate where roundabouts make the most sense.
 - Prioritization is based on safety, cost, feasibility, and traffic impact.
 - Avoiding subjective decisions—ranking will guide project selection more objectively.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Design Considerations

- Reference roundabout: Main Street Roundabout measured ~125 feet in diameter (curb-to-curb).
 - This measurement offers a baseline for assessing space needs at new potential sites.
- At Alameda/Crawford/Apache
 - There appears to be sufficient space, though some right-of-way acquisition may be required.
 - It is important to ensure trucks and emergency vehicles can navigate turns without cutting through corners or landscaped areas.
 - Geometry is critical—entrance/exit design must prevent shortcutting or wrong-way circulation.

James Garner Roundabout Data

- Traffic speed studies were conducted soon after opening due to public concerns over the 25-mph speed limit.
- No major crash reports to date due to the forced slower speeds
 - Prior to opening the roundabout, some residents expressed concern it would cause crashes or need to be replaced immediately.
 - Reports of one early crash at the roundabout, possibly involving a police car sideswipe
- Still seeing increased usage as drivers continue adjusting.
- Anecdotal evidence suggests positive public perception is growing, especially as roundabout navigation becomes second nature.
- Staff recommended waiting until early 2025 to collect normalized traffic data for analysis and comparison.
 - Every week, traffic volume seems to increase gradually.
 - Staff plans to compare early data (e.g., 3,400 vehicles/day) with post-normalization counts to project growth.
- Revisit and analyze crash data with the Police Department after the first year of operation.

Franklin Road & Porter Avenue/Broadway

- This is described as an awkward intersection with unusual geometry and a confusing cut-through from Broadway that is "almost a roundabout already" in shape and behavior.
- This area, with its existing right-of-way, is an excellent candidate for reconfiguration.
- Potential for collaboration with partner agencies for funding support.
- Possible application of a "dumbbell" or "peanut" roundabout to reduce spatial footprint and property impact.
- Such a layout is especially useful in rural-urban transition zones with odd intersection angles.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Carter, Eufaula & Cockrell Intersection

- Currently a five-legged intersection with limited traffic volume.
- Geometrically favorable for roundabout conversion.
- Might not need to accommodate large vehicles, design to be confirmed through expert study.
- Staff consider it a lower priority than higher-volume intersections, but a viable project.

Mr. Sturtz emphasized the need for a formal evaluation policy to help assess four-way stops, rural intersections and existing problematic geometries. This will allow evaluation of roundabout feasibility alongside traditional traffic control options and will provide a cost-benefit comparison framework (e.g., \$200,000 for a roundabout vs. minimal cost for stop signs).

- Importance of developing a scoring or ranking system for potential roundabout projects.
 - Prioritize based on safety, usage, geometry, and funding availability.
 - Prevents subjective project selection and supports funding applications.

James Garner & Acres

- Ongoing complaints about James Garner requiring a stop at Acres, causing backups.
 - Crossing Acres while using James Garner hasn't presented major issues, but increased volume may create challenges during peak traffic times.
 - Concerns about low gap acceptance observed - drivers pulling out with very little space between vehicles, which could lead to potential accidents.
- Traditional traffic signals are not ideal due to proximity to railroad tracks.
- Propose to install peanut/dumbbell roundabouts at Acres & James Garner and Jones & James Garner.
 - Offers continuous flow without stoplights.
 - It would require redirection for some northbound traffic but could maintain similar travel times due to reduced stopping.
 - Staff recognizes ample space for such configurations, especially on the east side of the tracks.

Key Roundabout Evaluation Criteria

- Safety as primary consideration
- Operational Performance – How well it handles traffic flow
- Spatial Constraints – Especially relevant in urban areas
- Access Management – Whether access needs to be modified or limited
- Environmental Impacts – Potential disturbance or benefit
- Operational & Maintenance Costs
 - Landscaping upkeep
 - Long-term infrastructure maintenance
- Traffic Calming Needs
 - Roundabouts as tools for reducing speeds (e.g., James Garner)

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

- Aesthetic Enhancements
 - Example: Public art (“Revolutions”) in the center island of James Garner

Public sentiment typically begins as negative or very negative before construction. After implementation and usage, acceptance shifts strongly toward positive. Roundabouts alleviate wait time by allowing drivers to yield and continue, rather than stop-and-wait. Once drivers experience efficiency and safety, support increases significantly.

- Not all intersections are appropriate for roundabouts.
- Factors to consider:
 - Crash History – Number and severity of incidents.
 - Traffic Delays – Are multiple legs of the intersection congested?
 - Complex Geometry – Example: Broadway, Porter & Franklin intersection
 - Turn Frequency – How often and how many vehicles turn at the intersection?

James Garner will be used as a frequent case study throughout planning due to active usage data, real-time feedback and known geometric complexity

The importance of having criteria for when to escalate a roadway configuration was emphasized. Staff will create tools and criteria that enable evaluation of intersections and corridors objectively.

Program Parallels and Consistency

- A comparison was made to the sidewalk program.
 - When a citizen calls and requests a sidewalk, staff can check a list to determine priority and status.
 - The goal is to replicate this type of system for roundabouts and intersection changes—tracking, prioritizing, and responding systematically.
- The importance of repeatability was emphasized:
 - Processes and decisions made in 2024 should align with those made in 2026.
 - Removing bias from the decision-making process is a key objective.
 - Evaluations should be objective, measurable, and standardized.

Updates to the AIM Norman Master Plan was referenced, specifically pointing out the unique nature of East Norman or East Alameda as a specialized corridor. It was noted that while some locations may share characteristics, such as Alameda and 60th & East Lindsey, they may still require different approaches due to context-specific conditions.

Mr. Sturtz said road diet guidance starts with standards set by the Federal Highway Administration (FHWA). The Average Daily Traffic (ADT) is a key metric in determining whether a road is a good candidate for a diet: FHWA has published guidelines that define thresholds and suitability for road diets based on ADT figures.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Road Diet Key Factors

- Vehicle Types & Traffic Volume:
 - Example: *Porter Avenue* with regular large truck traffic (e.g., dairy trucks). Low ADTs (Average Daily Traffic) are better suited for road diets.
- Need for Detailed Traffic Analysis:
 - Road diets involve major changes to familiar traffic patterns. For example, reducing four lanes to three could significantly increase delays at intersections (e.g., from 1-minute to 3-minute wait times). A traffic analysis is essential to justify changes.
- Benefits of Road Diets:
 - Addition of bike lanes with increased width
 - Improved safety perception for cyclists
 - Introduction of pedestrian refuge islands
 - Implementation of two-way left turn lanes to improve access management on commercial corridors
- Impact on Driving Behavior:
 - Narrower lanes encourage slower driving
 - Closer proximity to larger vehicles (e.g., trucks) encourages caution

Example Corridor: Alameda (Alam) Project

- Segmented Approach:
 - Between Porter and 12th Ave: Road Diet by narrowing existing wide lanes to maintain four lanes and adding bike lanes
 - East of 12th Ave: Transition to a three-lane section, due to fewer driveways and reduced turning movements
- Concerns Identified:
 - Turning traffic near commercial areas (e.g., Pumpkin Shell)
 - Determining the appropriate point to transition from four to three lanes

Road Diet Study Areas

- Boyd Street:
 - Discussion around safety concerns and potential for increased density due to future development (e.g., 250+ people moving in).
 - A need to protect pedestrian and cyclist infrastructure without removing parking.
 - Past analysis of Boyd was not favorable, but new studies will be conducted with updated data.
- Porter Avenue:
 - Recent changes (e.g., removal of Norman Regional Hospital, development of James Garner Avenue) may significantly affect traffic patterns.
 - Recommendation to wait until traffic stabilizes (post-New Year) before conducting a full analysis.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

- Classen Blvd:
 - Concern around the Boyd & Classen intersection, which currently functions inefficiently (only one green light at a time).
 - Recognized as a possible roundabout candidate but has significant right-of-way constraints, including proximity to M&O and patio areas.

The Comprehensive Transportation Plan (CTP) now includes three-lane arterials as an option, giving planners more tools to manage traffic flow while encouraging multi-modal use.

Norman's adopted Complete Streets Manual promotes street design for all users: vehicles, pedestrians, cyclists, transit riders. Staff will be working with Garver Engineering to incorporate roundabout and road diet guidelines into the Comprehensive Transportation Plan (CTP)

A toolkit and standard evaluation process for new requests and locations will be developed. *Analogy: "I can always tighten a bolt with pliers, but it works better with a wrench"—emphasizing need for proper tools and thoughtful planning.* A contract amendment and funding plan will be presented to City Council for implementation in the Public Works department budget.

Future Locations Identified for Roundabouts, Road Diets or Studies

- Rock Creek Road
- Main Street
- 48th Street (between Main & Robinson) - proceed with three-lane design
- 48th Street North of Robinson - Already approved as a three-lane section.
- Boyd & Classen: Considered unsafe; suggestion to evaluate for a roundabout
- 24th Ave NW & Boardwalk: Recommended for future evaluation due to proximity to neighborhoods, offices, retail (e.g., Walmart, Best Buy)

24th Avenue NW & Boardwalk Intersection Concerns

- Southbound traffic exiting North Park and northbound traffic entering from Main converge in a potentially unsafe manner.
- Existing traffic signal was installed approximately 7–10 years ago.
- Left turns onto Boardwalk (northbound) are particularly challenging due to high-speed southbound traffic.
- Suggested study for potential road diet or roundabout implementation.

Porter & Main Intersection Concerns

- Eastbound Main to Porter allows straight/left/right turns from the same lanes, causing driver confusion.
- Ongoing complaints about vehicles in the right-turn lane continuing straight.
- Parking and island design constraints limit modifications.
- Staff will evaluate further to see if additional changes can clarify traffic movement.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Porter Avenue - General Observations

- Historical Context:
 - The Porter Plan long included the idea of converting Porter to a three-lane corridor.
- Frequent Issues Identified:
 - Left Turn Conflicts: Especially northbound trucks from the dairy turning left onto E Alameda. No left-turn lane or signal causes backups.
 - Driver Behavior: Drivers often swerve around left-turning vehicles, increasing crash risk.
 - Lane Configuration: Street is technically wide enough for three lanes but is currently marked with four narrow lanes.
 - Pedestrian Safety: Especially problematic at Main & Porter during events like Art Walk.
 - Pedestrian crossing coincides with green light turns, creating conflict.
 - Post-Construction Impact:
 - With removal of on-street parking and installation of hard curb, speeds appear to have increased.
 - Back-in parking previously helped calm traffic but introduced other conflicts.
- Design Intent
 - Black bands extending from each pole were intentionally designed to create visual cues to slow traffic.
 - Landscaping and corridor design aimed to create a "sense of tightness" to calm traffic speeds—similar to treatments used on Lindsey Street.
 - Tree placement and design choices are meant to reduce the desire to speed.
- Traffic Data Consideration
 - Evaluate whether current design achieves intended outcomes.
 - Determine if further modifications are needed to maintain tolerable vehicle traffic flow while improving pedestrian safety.
 - Existing data is available from design phases and previous studies.
 - Staff want to wait for full traffic impacts from James Garner opening before conducting new analysis.
 - Left turn issues between Alameda and Robinson, especially at:
 - Porter & Alameda: Short southbound left-turn lane causes backups.
 - Left turns at E Alameda from northbound traffic often cause delays due to lack of turn signal or adequate lane.
 - Need for current traffic study to evaluate these turning movements.
- Potential Benefits of 3-Lane Conversion
 - Better aligns with nearby 3-lane streets like Main and Gray.
 - Shorter pedestrian crossings.
 - Fewer “bumper faces” for pedestrians to navigate.
 - Increased safety and smoother traffic flow.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Classen Boulevard Corridor

- Alameda to Lindsey Street segment reviewed.
 - Primarily residential and includes a school zone.
 - May have lower traffic volumes, but school traffic congestion (drop-off/pick-up) might impede single-lane flow.
 - Parental vehicles stacking onto road may hinder traffic in a 3-lane setup.
 - Traffic study needed to confirm if Classen is a viable candidate for road diet.
 - Consideration of left-turn lanes to help access Lincoln Street.

Boyd Street

- Current Configuration:
 - 4 lanes between Flood and Classen.
 - Narrower, 2-lane segments beyond that stretch.
- Intersection of Boyd & Classen is Key Concern
 - One leg has a left-turn arrow but no dedicated turn lane.
 - Creates confusion and dangerous swerve/brake behavior behind left-turning vehicles.
 - Residential development along Boyd is increasing pedestrian and cyclist demand.
 - Previous on-site observations confirm discomfort for pedestrians.
- Proposed Idea:
 - Align Boyd, Classen, and Porter as three-lane corridors, similar to:
 - Gray Street
 - Main Street
 - Portions of James Garner Avenue
 - This uniform configuration would:
 - Improve pedestrian safety.
 - Simplify traffic planning.
 - Create a more cohesive, walkable network.
 - Detailed data analysis is critical to determine impact before making decisions.

Additional Streets Suggested for Review

- Imhoff Road (between Chautauqua and Hwy 9):
 - Appears wide enough for bike lanes despite being only 2 lanes currently.
- New James Garner Avenue:
 - Some segments seem underutilized; possible candidate for additional bike/pedestrian infrastructure.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Staff noted that several wide, low-volume corridors are under internal review for potential multi-modal enhancements.

- Road Width Design for Emergency Access
 - A section of roadways was designed with 17-foot-wide lanes, not intended for two-way travel but to allow one vehicle to pull over for emergency vehicles to pass.
 - This width was chosen as the minimum standard for such emergency accommodations.
 - 8.5-foot lanes (noted in design) are not comfortable for larger vehicles such as pickups.
 - There is no bike lane needed in that section due to the presence of a 10-foot multimodal path already in place.

Potential Road Diet on Imhoff & Alameda Corridors

- Imhoff Road (Chautauqua to Hwy 9) is very wide, possibly allowing for bike lane additions.
- Further review needed to determine feasibility.
- Alameda Corridor is a five-lane, extra-wide roadway, with potential to:
 - Narrow the lanes while retaining four lanes of traffic.
 - Include dedicated turn lanes where needed (e.g., near Gingerbread School).
 - Add bike lanes due to lack of multimodal paths on either side.

Update on Alameda Street Restriping Project

- Final plans for Alameda restriping project have been submitted to ODOT.
- Awaiting allocation of federal grant funds before moving to state contract execution.
- Project will include bike lanes and lane reconfiguration.
- Movement on project is expected imminently once funding is processed.

Having consistent matrix or evaluation criteria to guide decisions across the city improves transparency, predictability, and decision-making efficiency. Safety will be one of the most heavily weighted factors in evaluation, with a balance between safety and acceptable traffic delay.

Road diets may slow vehicular travel, but reduced crashes, improved pedestrian safety, and preventable fatalities, is worth the change. It is also important to reframe crashes not as "accidents" but often as predictable outcomes of road design or inattention.

2. (continued) DISCUSSION REGARDING THE USE OF ROAD DIETS AND ROUNDABOUTS ON ROADWAYS.

Lindsey Street Corridor Case Study

- Observations:
 - Lindsey Street through the University of Oklahoma campus is a 3-lane corridor.
 - Despite congestion during peak hours, delays are minimal (approx. 5–10 minutes).
 - Very few crash incidents and no recent fatalities between Jenkins and Elm.
 - Corridor sees heavy pedestrian use, and the 3-lane configuration enforces naturally slower speeds.
- Implication:
 - Lindsey Street is considered a positive example of a successful road diet balancing safety, pedestrian priority, and traffic movement.
 - The pedestrian crossing in front of Dale Tower is identified as problematic for traffic flow and pedestrian safety. Possible elimination of crossing to improve overall corridor function.
 - The corridor from Elm to Jenkins is currently under study.
 - The project includes potential removal of the third vehicular lane in sections.
 - Vision is to convert it into a pedestrian-focused corridor, improving overall connectivity and safety.

Lindsey Street continues to be cited as a successful model and demonstrates how a three-lane street can effectively move traffic. It balances pedestrian safety and vehicle flow, even if it results in slightly longer travel times and supports both urban mobility and livability goals.

No further discussion or comments were raised by Council at this time. Staff thanked the Council and attendees for input. A follow-up is planned for early next year, post-holiday, once students return.

ADJOURNMENT

The meeting was adjourned at 5:21 p.m.