



# **Lindsey Street Improvement Project**

**24<sup>th</sup> Avenue SW to East of Berry**

**City of Norman 2012 Bond Project**

## **City Council Conference**

**Presented by**

**Shawn O'Leary, Director of Public Works**

**Angelo Lombardo, Transportation Engineer**

**Scott Sturtz, City Engineer**

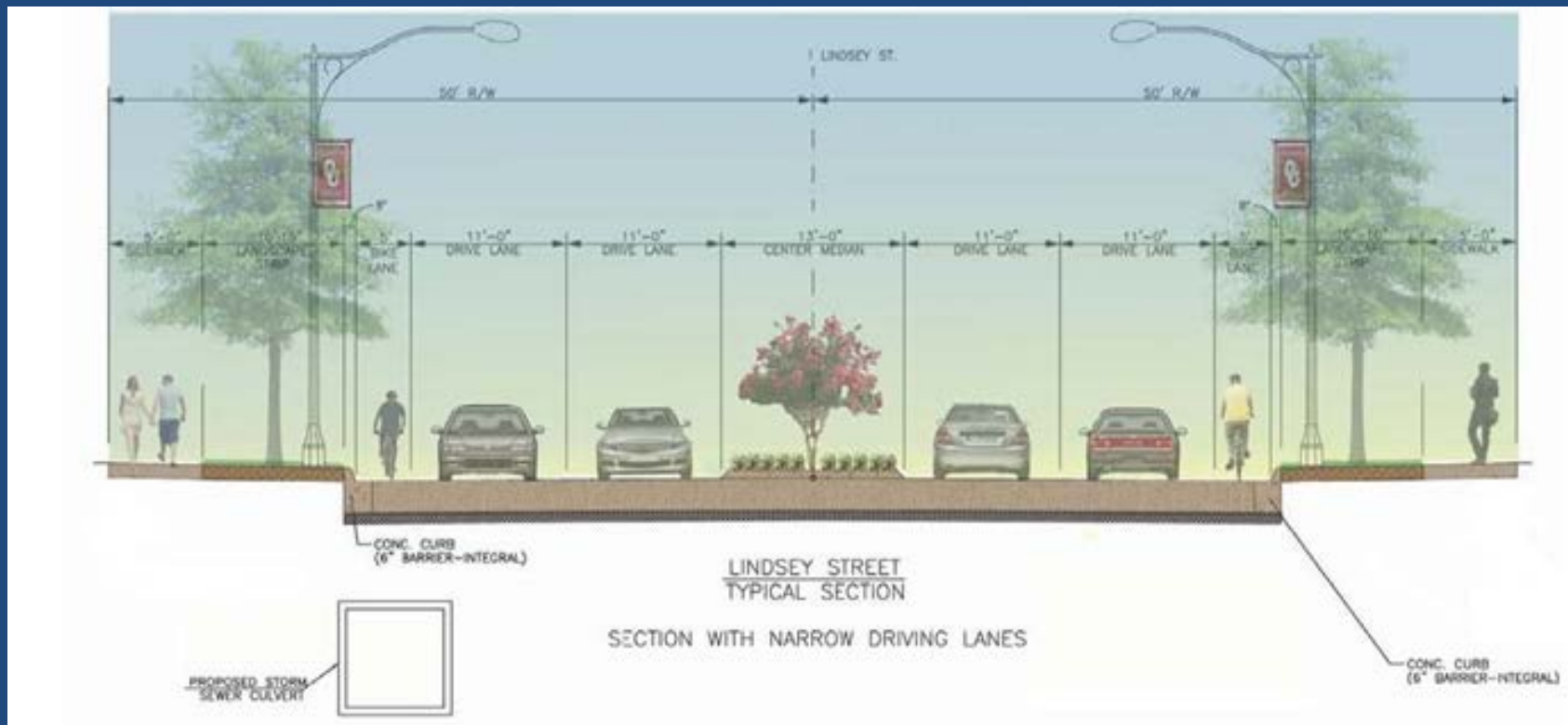
**August 27, 2013**



# Current Project Design

## Typical Roadway Design

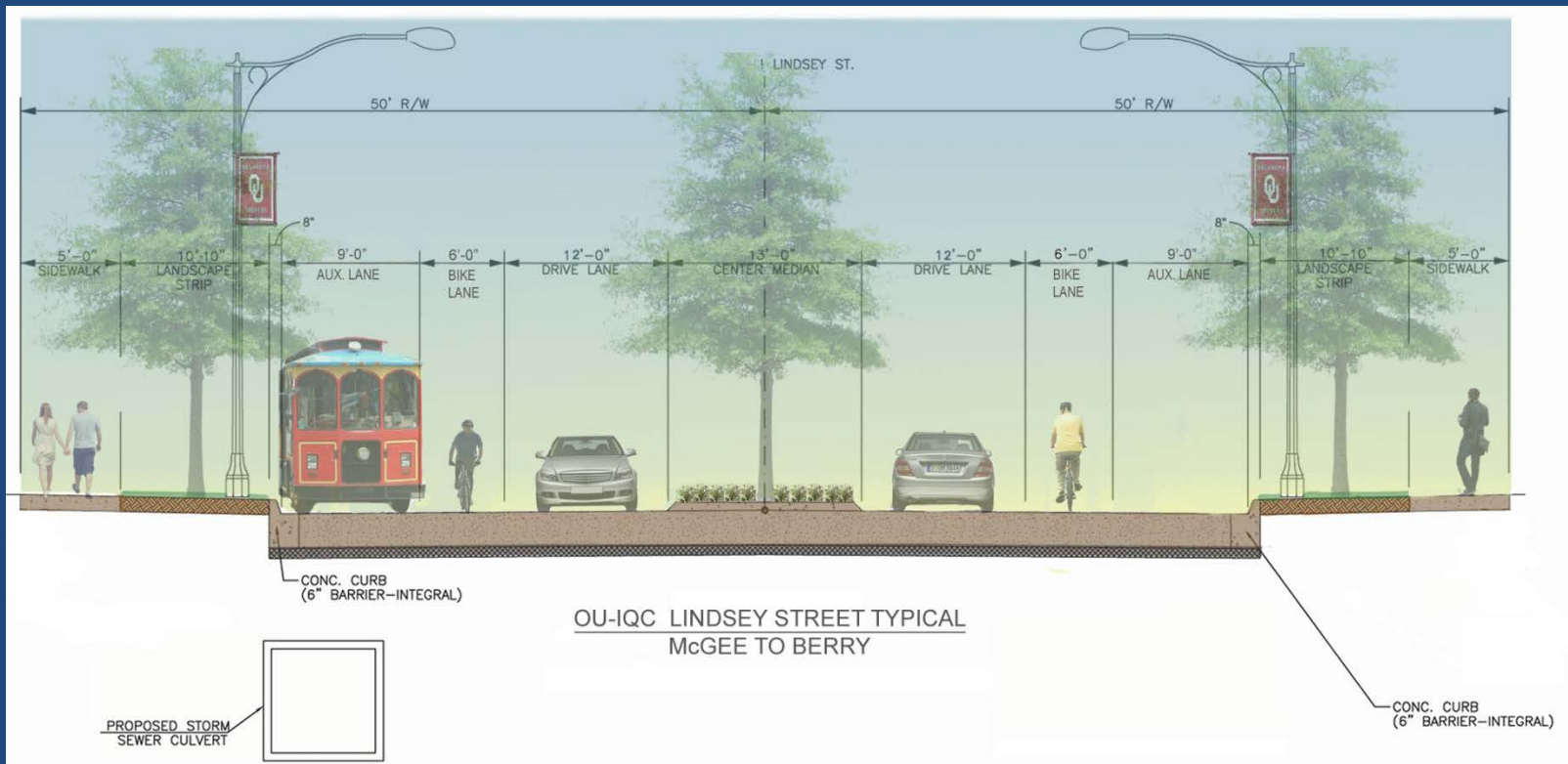
- 4-vehicular travel lanes with 11 foot lanes
- 5-foot bike lanes
- Total distance curb to curb - 67 feet
- Fits within the 100 foot ROW



# OU Proposed Project Design

## Typical Roadway Design

- 2 vehicular travel lanes with 12 foot lanes and auxiliary lanes
- 6-foot bike lanes
- 9-foot Auxiliary lanes (could be used for bus pull outs or egress/ingress)
- Total distance curb to curb - 67 feet (same paving as current cross section)
- Road fits within the 100 foot ROW (roundabouts may require additional ROW)



<p><b>“Great Lindsey Street” IQC Proposed Concepts</b></p>	<p><b>City Proposed Bond Project Design</b></p>	<p><b>Enhancements that Staff has Supported from IQC Input</b></p>
<p>Construct a continuous, raised center median to improve traffic safety.</p>	<p><i>Partially included:</i> The City’s proposed design included a two-way left turn lane along sections of the corridor to allow for access to the 90 driveways. However, sections of Lindsey corridor approaching the signalized intersections had a raised center median to improve safety.</p>	<p>A continuous raised center median with U-turns at intersections and mid-block U-turn opportunities through the entire length of the project is proposed.</p>
<p>Provide mid-block pedestrian crossings at a minimum spacing of 330 feet.</p>	<p><i>Not included:</i> The City’s proposed design included controlled crossings at signalized intersections and satisfied the typical pedestrian demand along Lindsey Street.</p>	<p>Mid-block pedestrian crossings are supported at the mid-block u-turn locations.</p>
<p>Provide triple canopy.</p>	<p><i>Partially included:</i> The City’s proposed design allows for a double-canopy with trees along the right and left sides.</p>	<p>A continuous raised center median with landscaping (triple canopy).</p>

<p><b>“Great Lindsey Street” IQC Proposed Concepts</b></p>	<p><b>City Proposed Bond Project Design</b></p>	<p><b>Enhancements that Staff has Supported from IQC Input</b></p>
<p>Provide minimum 5-foot sidewalks on both sides.</p>	<p><i>Included:</i> This was implemented in the City’s bond project design.</p>	<p>5-foot sidewalks are a part of the proposed road section through the project.</p>
<p>Provide colorized bike lanes.</p>	<p><i>Included:</i> This was implemented in the City’s bond project design.</p>	<p>This is currently being implemented in the City’s bond project design.</p>
<p>Provide colorized U-turn lanes.</p>	<p><i>Partially included:</i> The City’s proposed center two-way left turn was proposed to be colorized for distinction.</p>	<p>With the revised raised median design with mid-block U-turns, the colorizing will be included.</p>
<p>Provide bold edge lines on pavement (8-10”).</p>	<p><i>Not Included</i></p>	<p>This is currently being implemented in the City’s bond project design.</p>

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<p>Provide bicycle parking.</p>	<p><i>Not Included</i></p>	<p>The addition of street furniture, including bike parking, is currently being implemented in the City’s bond project design.</p>
<p>Modern roundabouts.</p>	<p><i>Not Included</i></p>	<p>The City supports a design exercise in continued collaboration with the University of Oklahoma to pursue the opportunity for a modern roundabout at the intersection of Lindsey Street and Berry Road.</p>

# *Thank You!*

## QUESTIONS & ANSWERS

