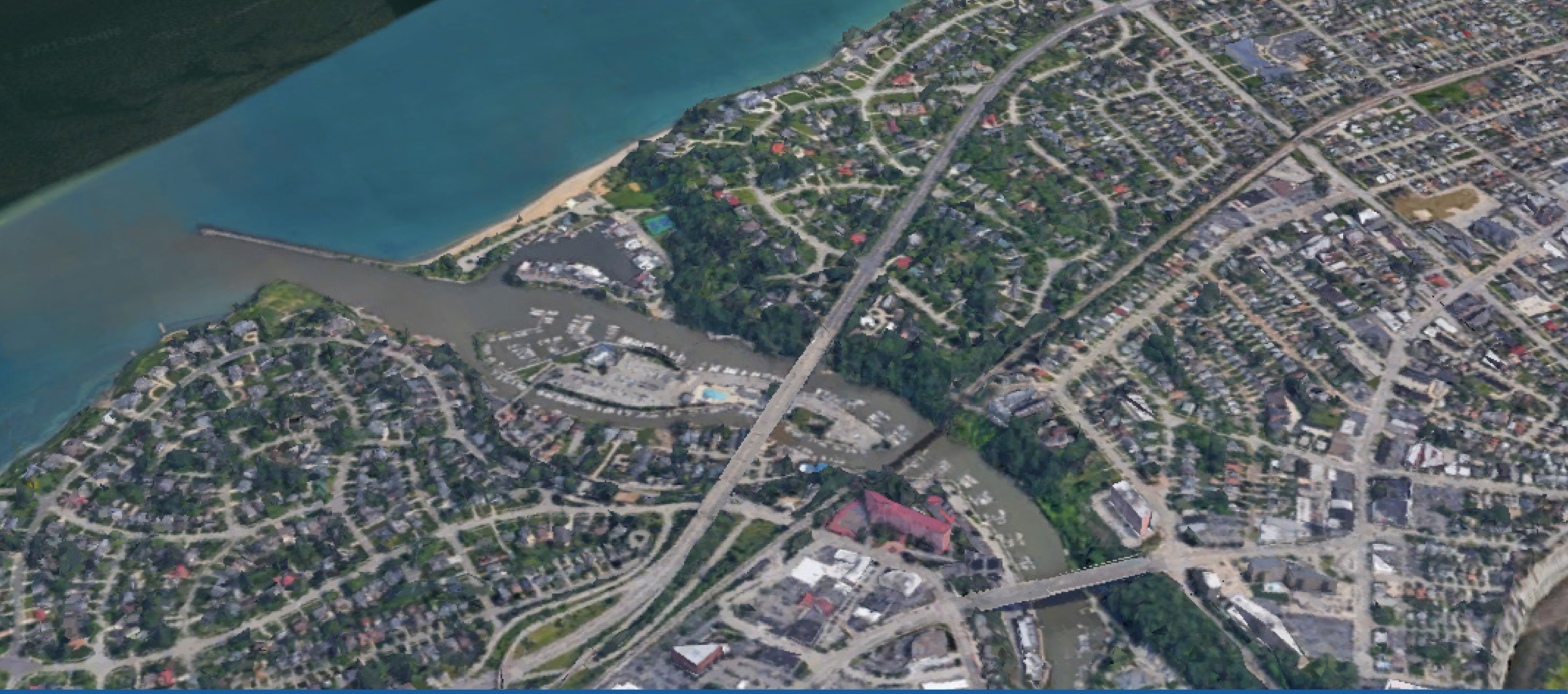


Clifton Boulevard / Lake Road Enhancements

Public Meeting - Presentation

October 12th, 6:30 PM, Horace Mann Elementary

County Planning

Cleveland Metroparks

OHM Advancing Communities

01 Introduction

01 PRIORITY PROJECTS

Community Confluence

Corridors & Segments:

- Clifton Boulevard & Lake Road
- Riverside Drive
- Detroit Road Bridge (See Urban Design Interventions)

Intersections:

- Clifton Boulevard & Lake Road
- Riverside Drive & Graber Drive
- Wooster Road, Hilliard Boulevard, & Rockcliff
- Valley Parkway Trail Crossing (See Urban Design Interventions)
- Hilliard Boulevard & Riverside Drive

01 PROJECT AREA

01 EXISTING CONDITIONS

01 LIVE SURVEY

To participate in the survey, scan this QR Code
or go to https://ahaslides.com/CBLVD

01 LOCATION


SHEET 4
SHEET 3
SHEET 2
SHEET 1
LAKE AVENUE
CLIFTON BLVD.
LAKE ROAD
WEST CLIFTON BLVD.
WEBB ROAD
GRANGER AVENUE
CITY OF LAKEWOOD
CITY OF ROCKY RIVER
CLIFTON BOULEVARD
RAILROAD TRACKS
BEACHCLIFF
BATTERSEA BOULEVARD
LAKE ROAD
LAKE ROAD
LINDA STREET
MARION COURT
DETROIT ROAD
KE ROAD
ROCKY RIVER

01 WHAT MAKES THIS AREA UNIQUE?

HISTORY

1866 - A group of developers turn the area of Clifton Park into a summer resort, with beaches, boating, picnic areas, a dance hall, and beer gardens.

1895 - Clifton Park Association turns the resort into a residential neighborhood, hiring landscape architect Ernest W. Bowditch to design the park.

1899 - Businessman John G. Jennings builds his home in Clifton Park, which is the oldest home still standing today.

1903 - Clifton Club opens as a gathering center.

1942 - Original Clifton Club burns down.

1950 - Clifton Club is replaced with a new building that is still there today.

1960 - Clifton Park is divided by the extension of Clifton Boulevard to create a new bridge over Rocky River.

1948 Image courtesy of Michael Schwartz Library at Cleveland State University.
Historic timeline gathered from https://clevelandhistorical.org/items/show/374.

02 Concept #1

02 CONCEPT #1

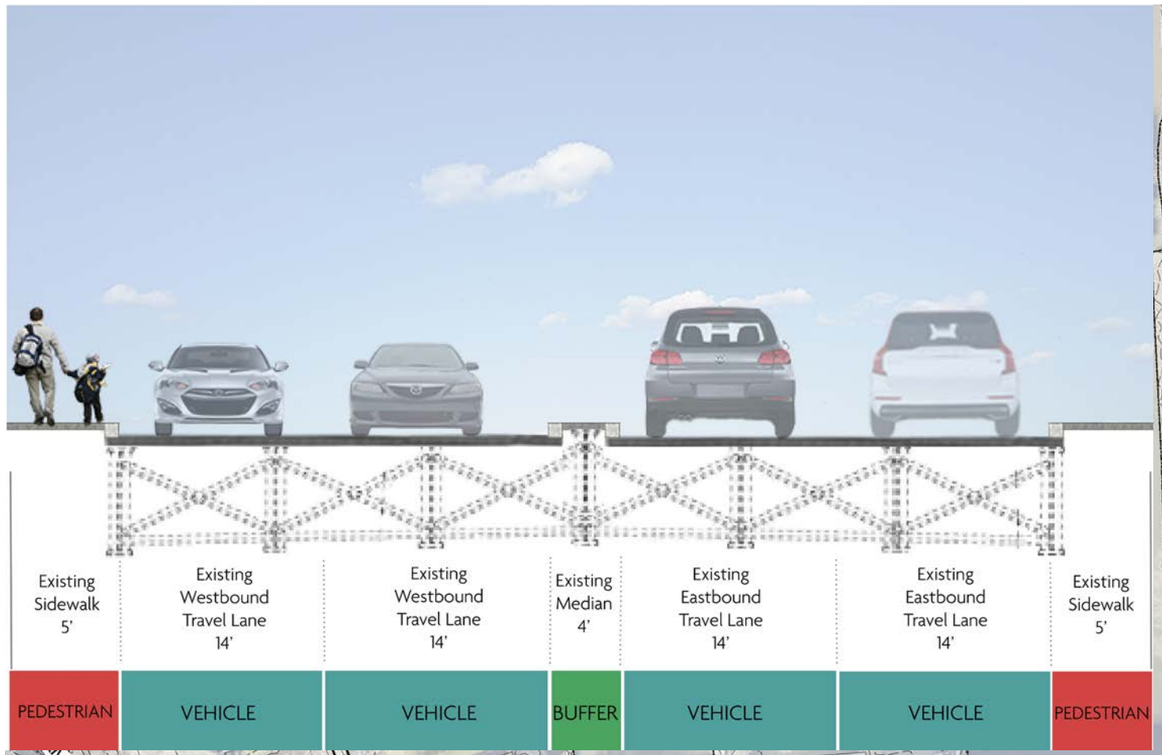
Existing

02 CONCEPT #1

Proposed

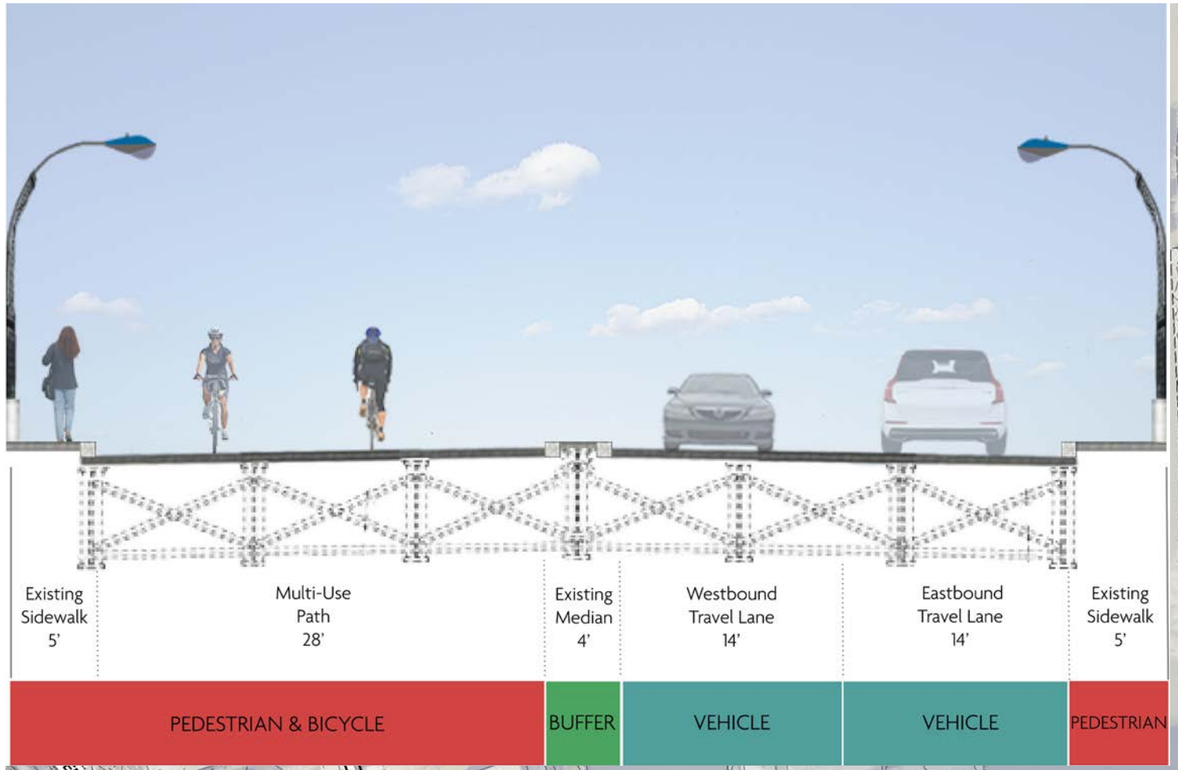
02 CONCEPT #1

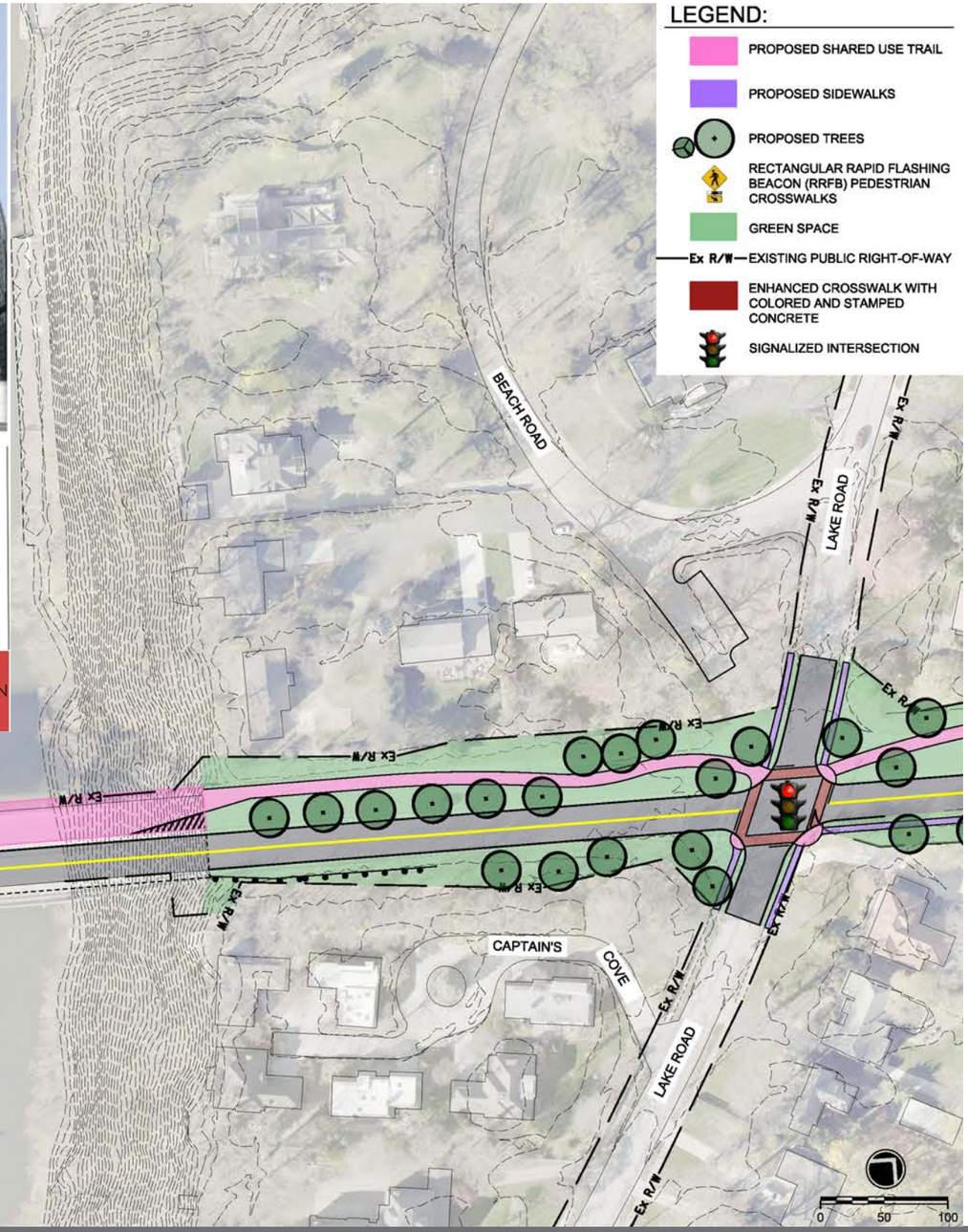
Existing



02 CONCEPT #1

Proposed

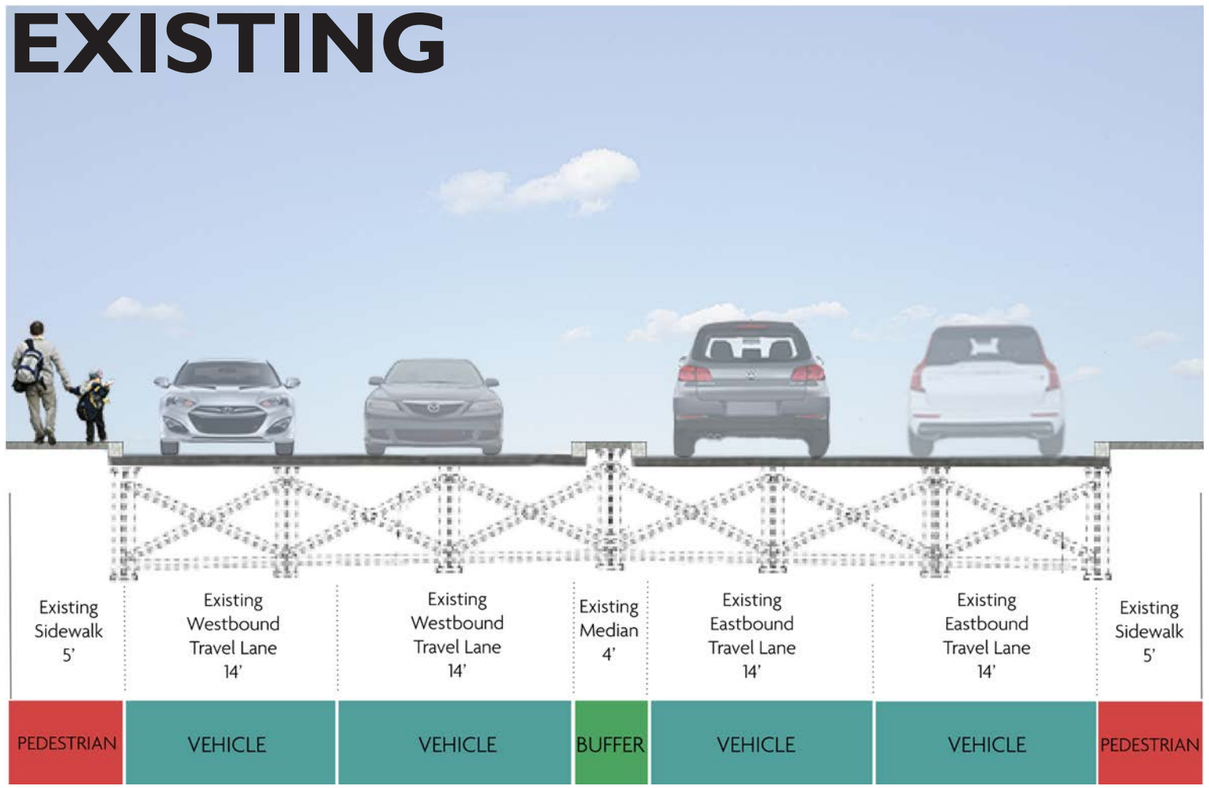




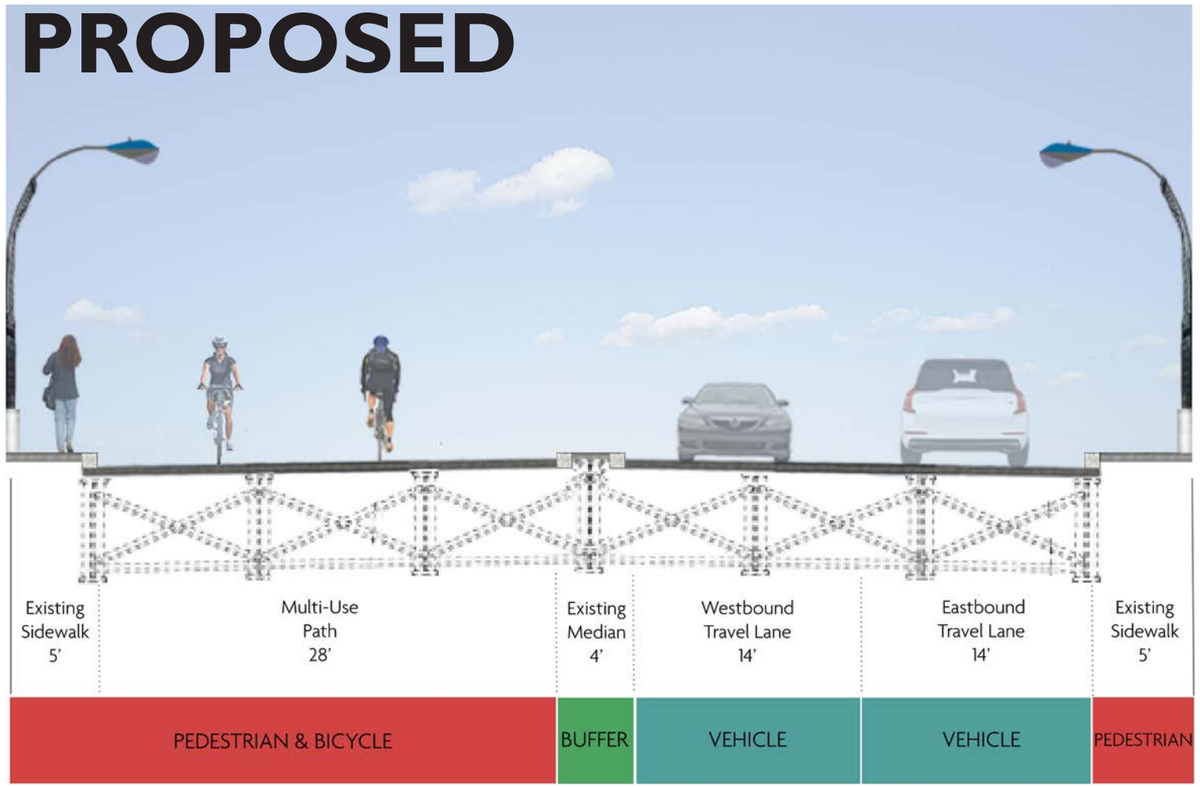
02 CONCEPT #1

Proposed (Looking East)

EXISTING



PROPOSED



02 CONCEPT #1

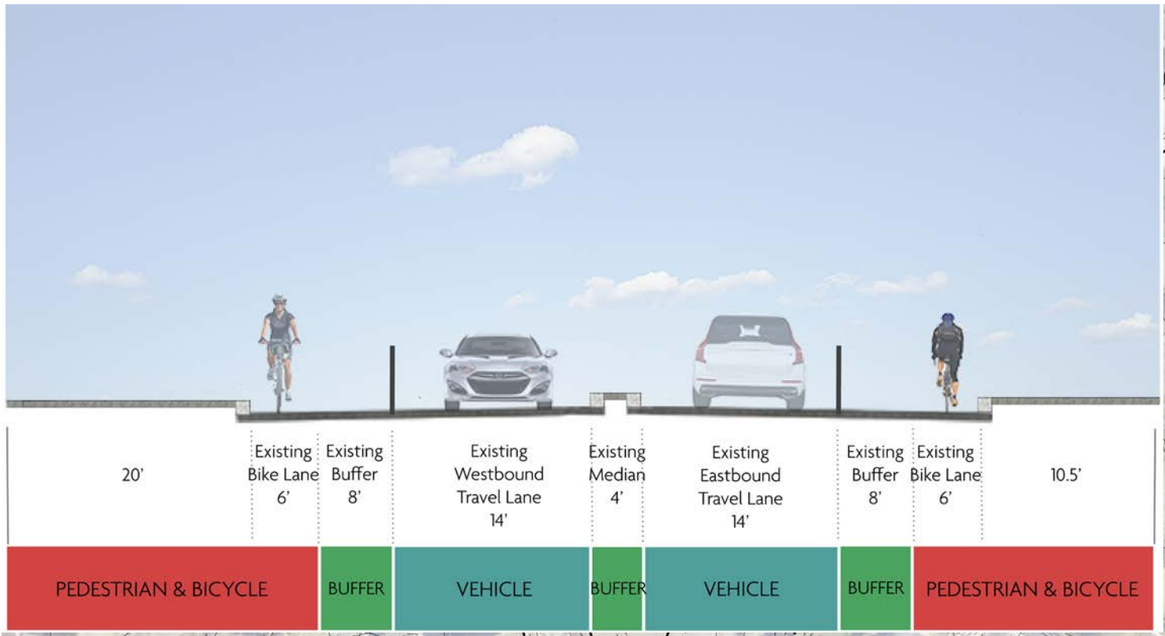
Bridge

02 CONCEPT #1

Bridge

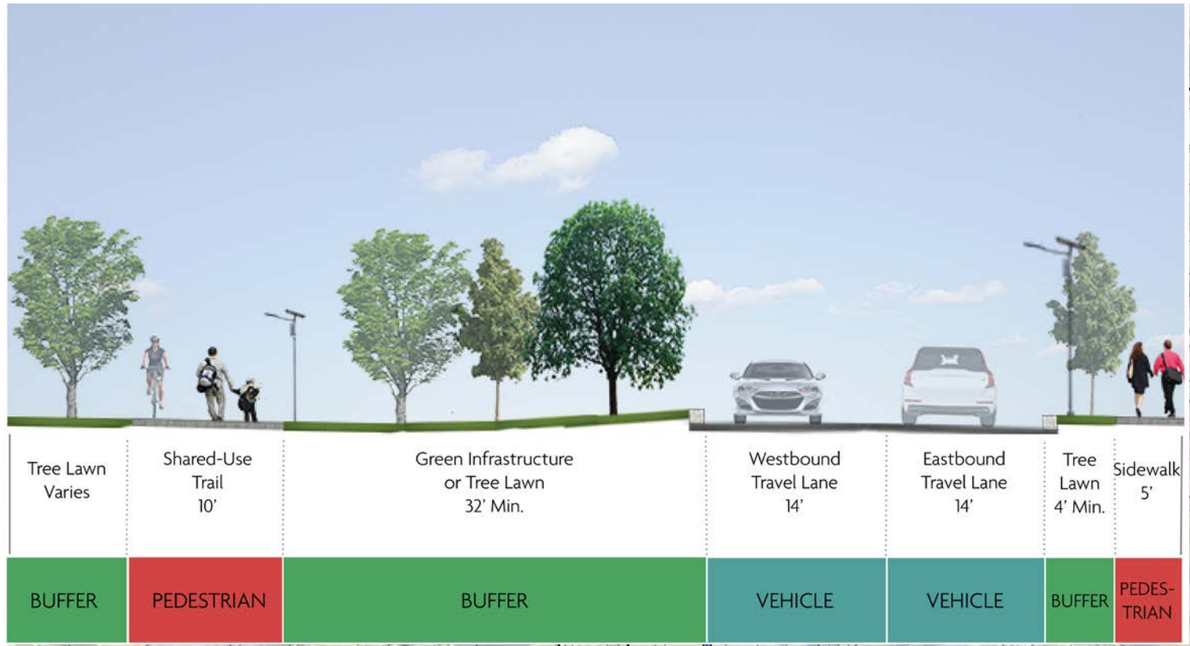
02 CONCEPT #1

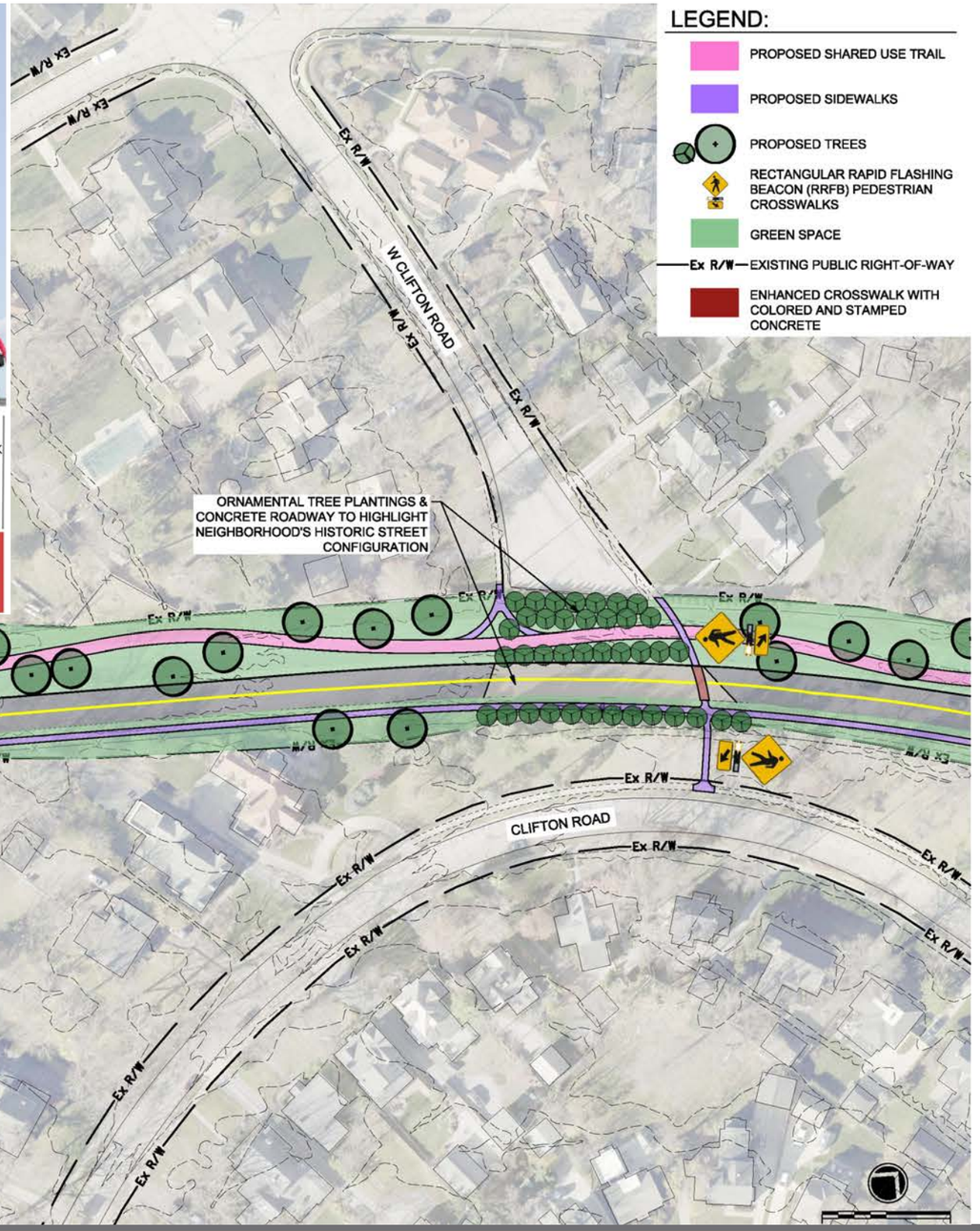
Existing



02 CONCEPT #1

Proposed





02 CONCEPT #1

Proposed (Looking East)

EXISTING

20'	Existing Bike Lane 6'	Existing Buffer 8'	Existing Westbound Travel Lane 14'	Existing Median 4'	Existing Eastbound Travel Lane 14'	Existing Buffer 8'	Existing Bike Lane 6'	10.5'
PEDESTRIAN & BICYCLE		BUFFER	VEHICLE	BUFFER	VEHICLE	BUFFER	PEDESTRIAN & BICYCLE	

PROPOSED

Tree Lawn Varies	Shared-Use Trail 10'	Green Infrastructure or Tree Lawn 32' Min.	Westbound Travel Lane 14'	Eastbound Travel Lane 14'	Tree Lawn 4' Min.	Sidewalk 5'
BUFFER	PEDESTRIAN	BUFFER	VEHICLE	VEHICLE	BUFFER	PEDES-TRIAN

02 CONCEPT #1

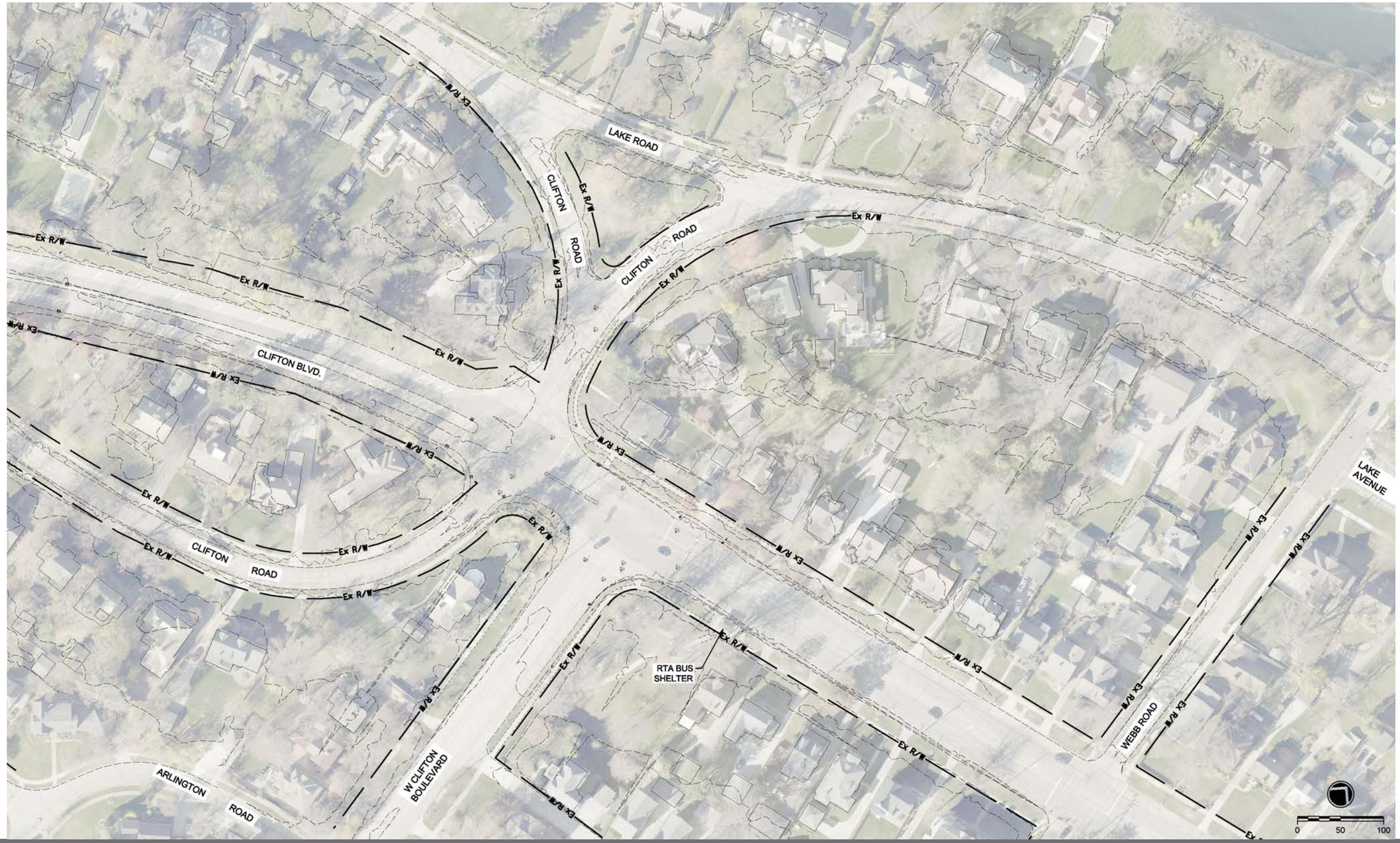
Mid-Block Crossing (Looking East)

02 CONCEPT #1

Mid-Block Crossing (Looking East)

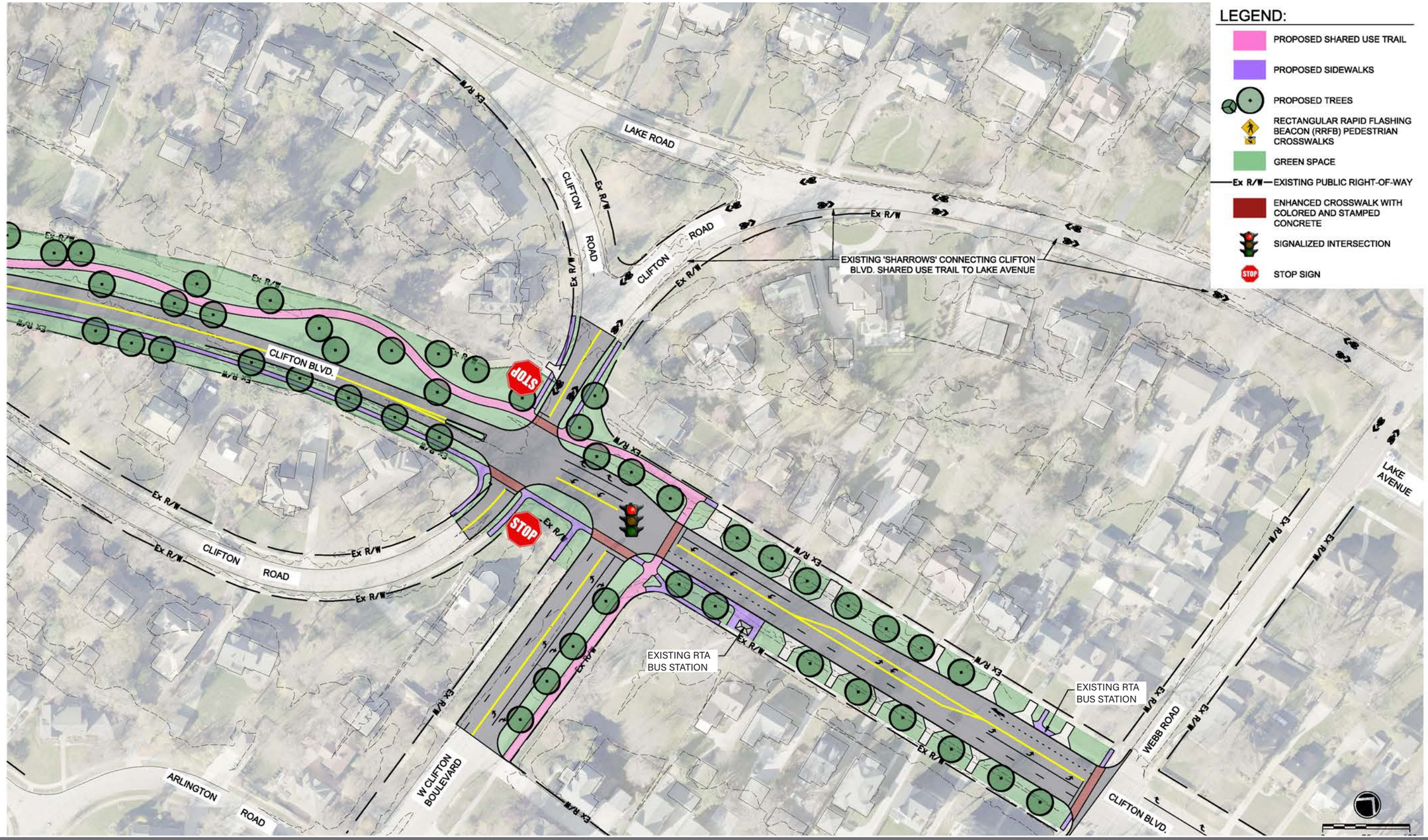
02 CONCEPT #1

Existing



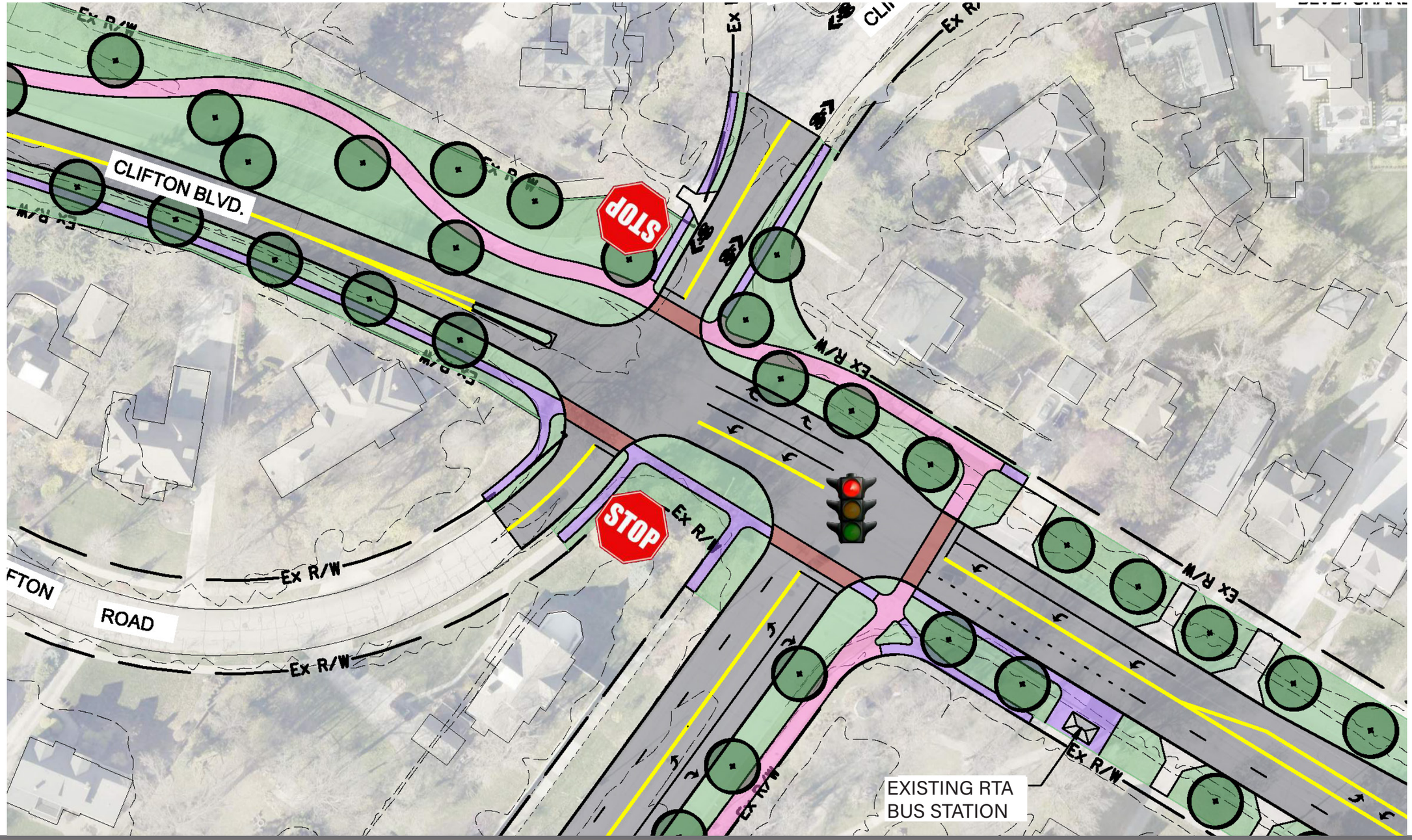
02 CONCEPT #1

Proposed



02 CONCEPT #1

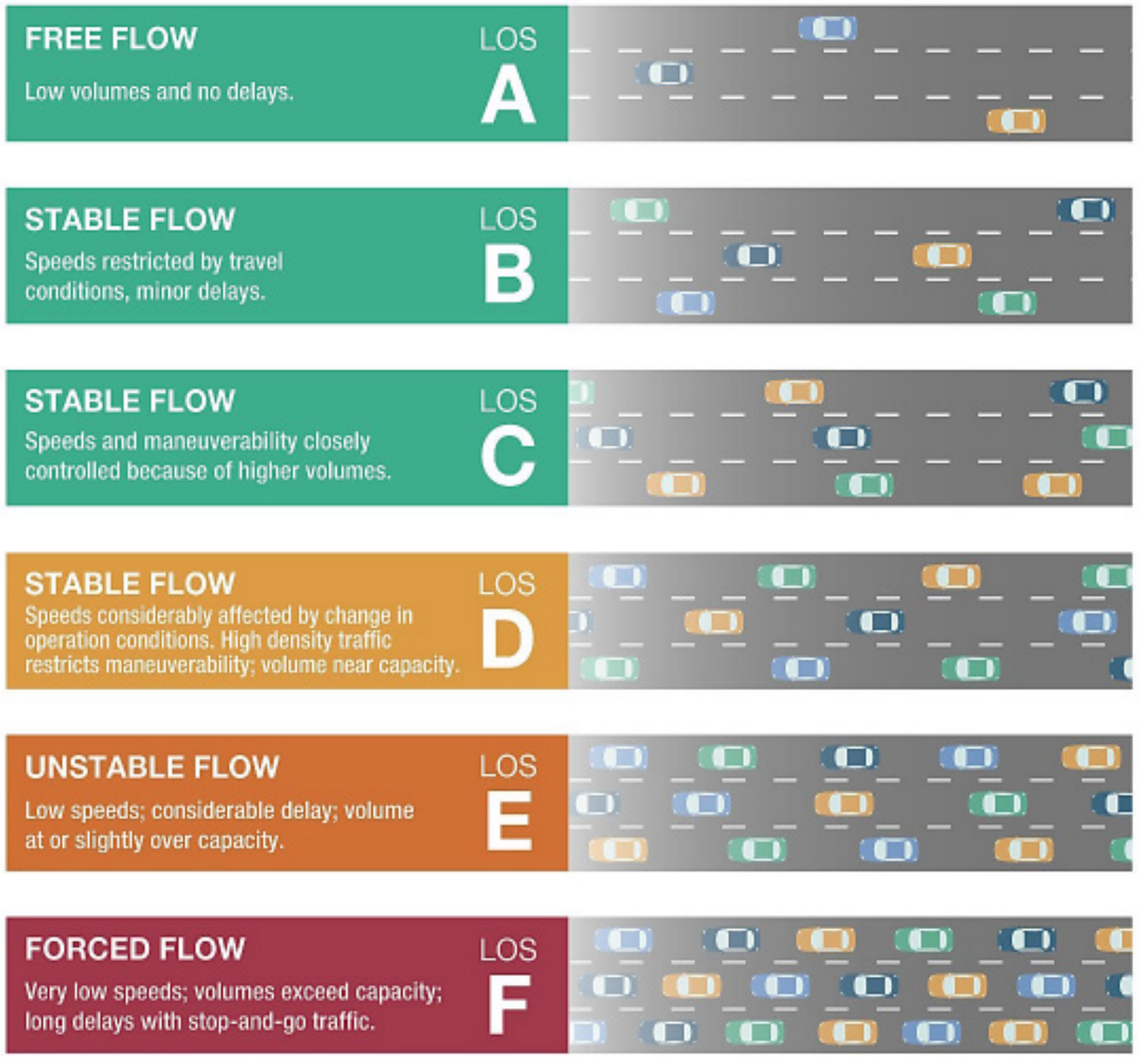
Proposed



02 WHAT IS "LEVEL OF SERVICE?"

The "LOS" of a roadway or intersection describes how well it operates, based on:

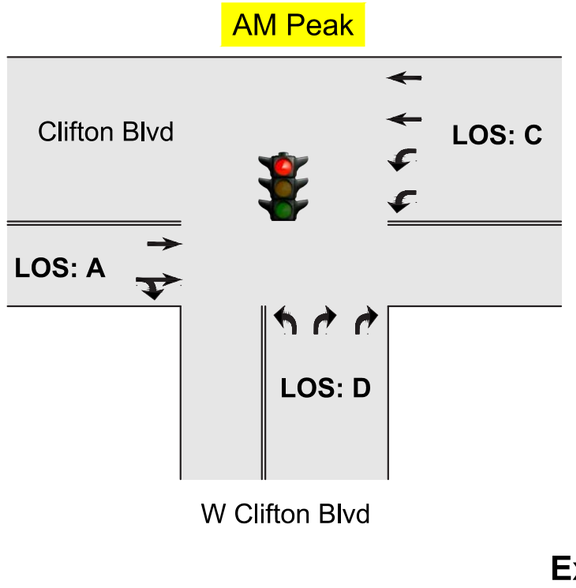
- speed
- travel time
- maneuverability
- delay, and
- safety.

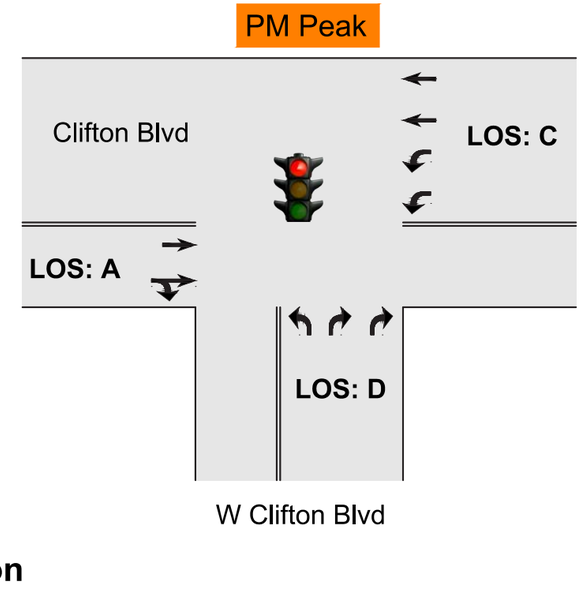


Graphic courtesy of Utah Department of Transportation (UDOT) at https://www.parleyseis.com/assets/images/Parleys%20LOS%20Levels_rev2.png

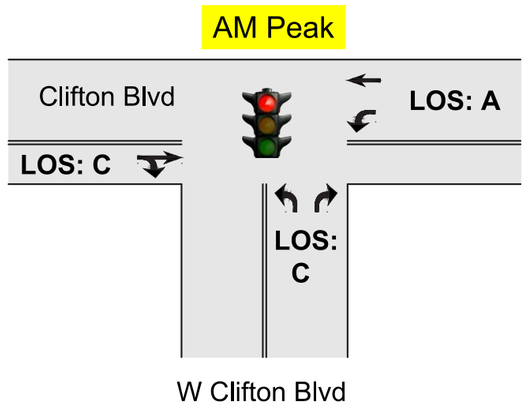
02 CONCEPT #1

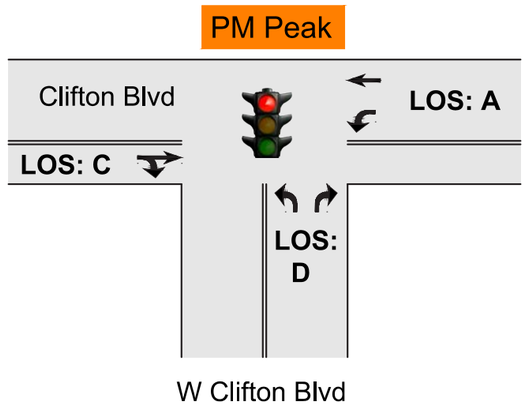
Level of Service





Existing Condition

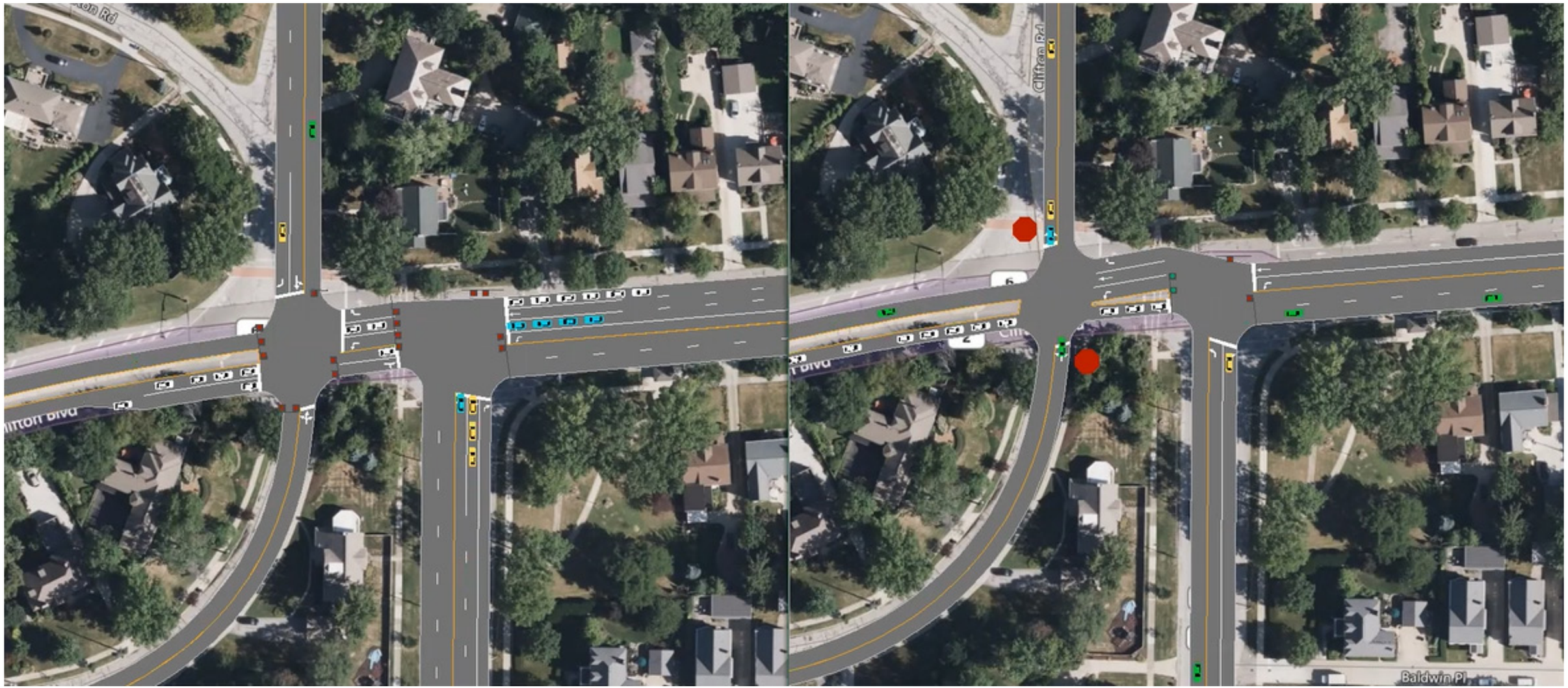




Proposed Condition
Concept #1 (Signalized)

02 CONCEPT #1

Traffic Model Simulation



03 Roundabouts 101

03 WHAT IS A ROUNDABOUT?

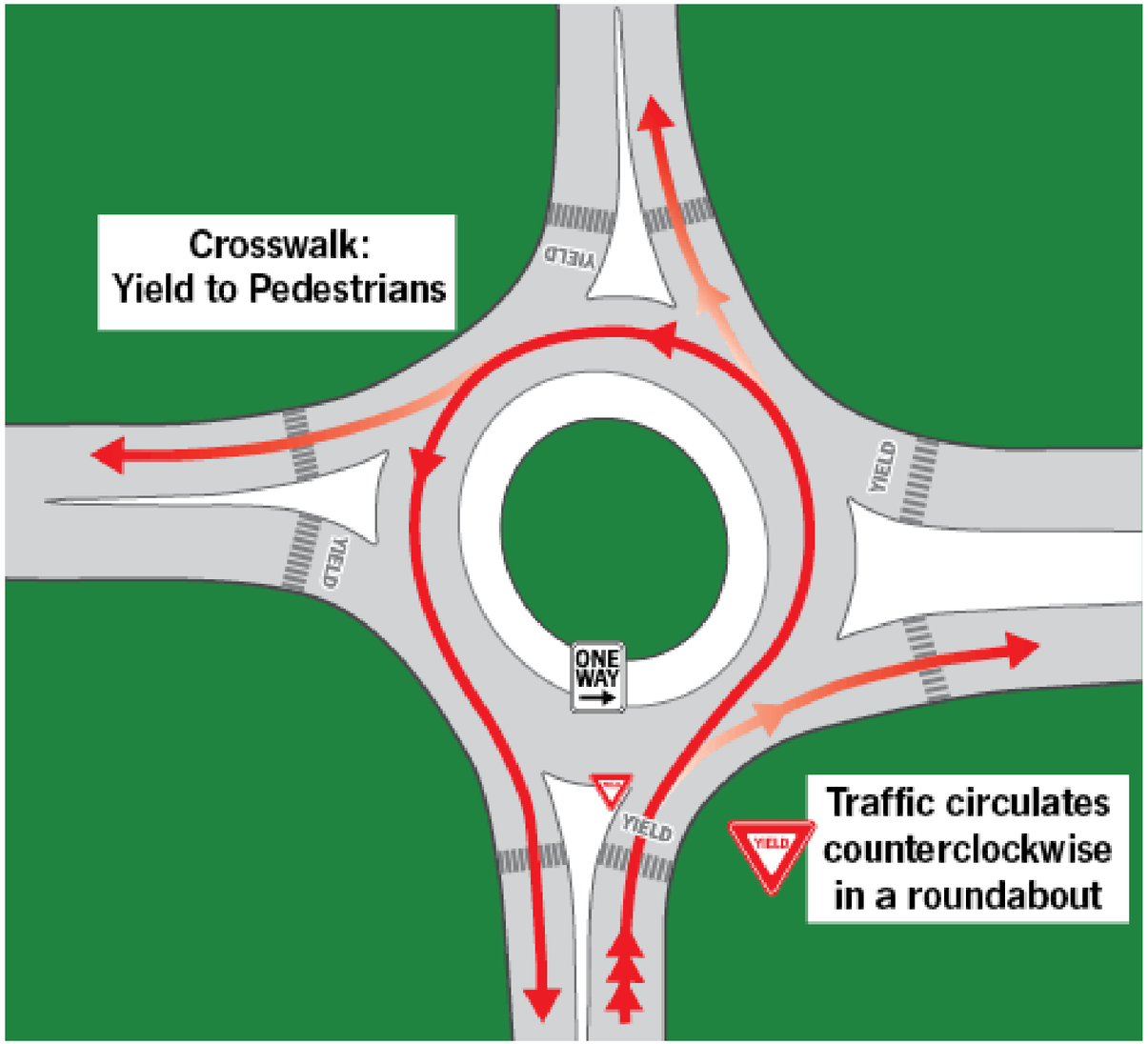
- Roundabouts replace complicated intersections with circular traffic movement

- Incoming traffic yields to cars already in roundabout

- Drivers only need watch for traffic on their left side

- If no cars are coming, drivers do not stop when entering roundabout

- Speed significantly decreased in roundabouts; usually 20-30 mph

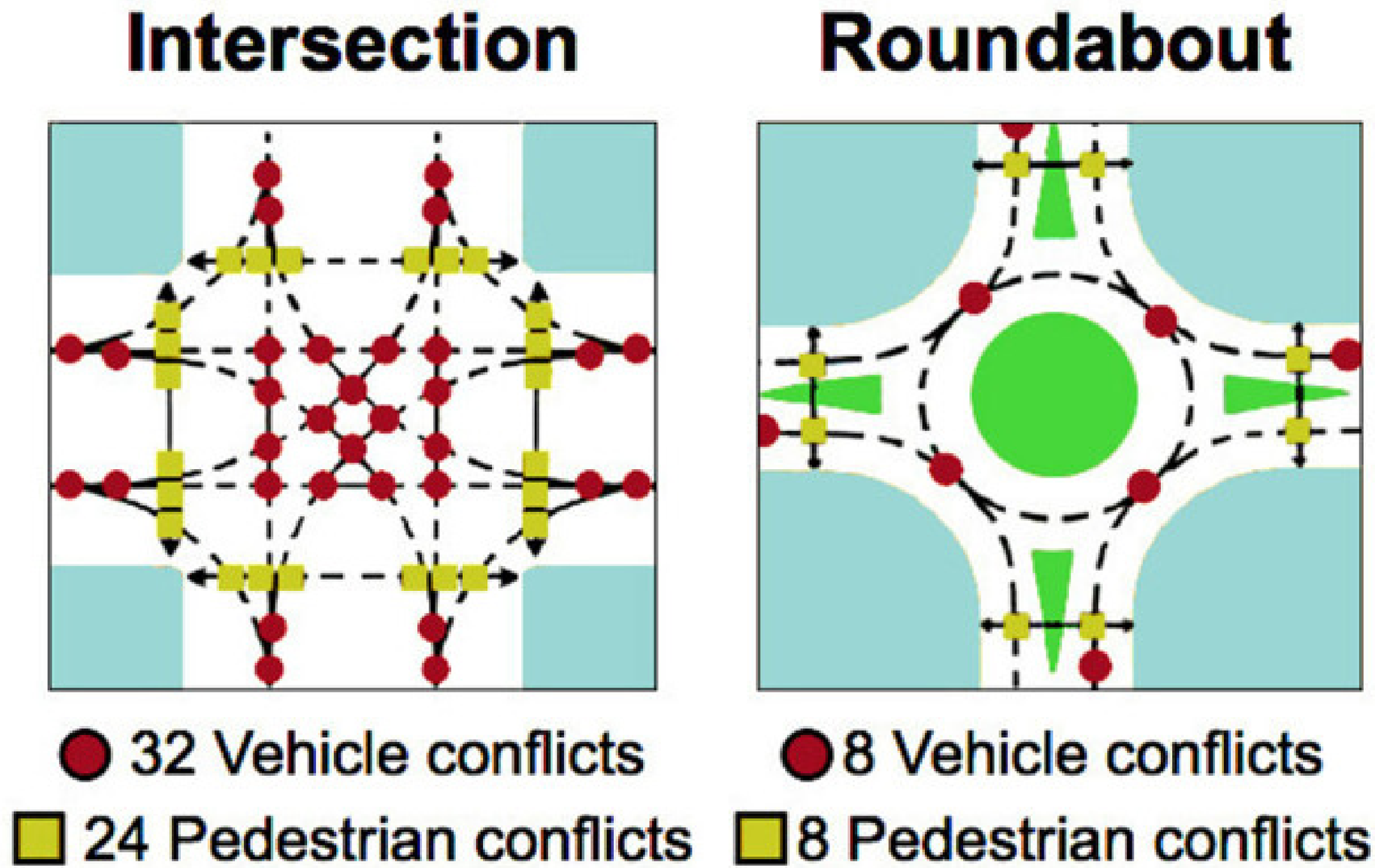


Yield to all traffic before entering roundabout

Image courtesy of https://www.edrivermanuals.com/michigan/12-roundabouts/

03 ROUNDABOUTS SAFER FOR CARS

- Cars move in the same direction, reducing head-on collisions
- Cars drive more slowly
- Left turns eliminated
- 44% reduction in all crashes



03 ROUNDABOUTS SAFER FOR PED'S

More time to react

Slower speeds and one-directional traffic flow limit crossing conflicts and give pedestrians and vehicles more time to react to one another.

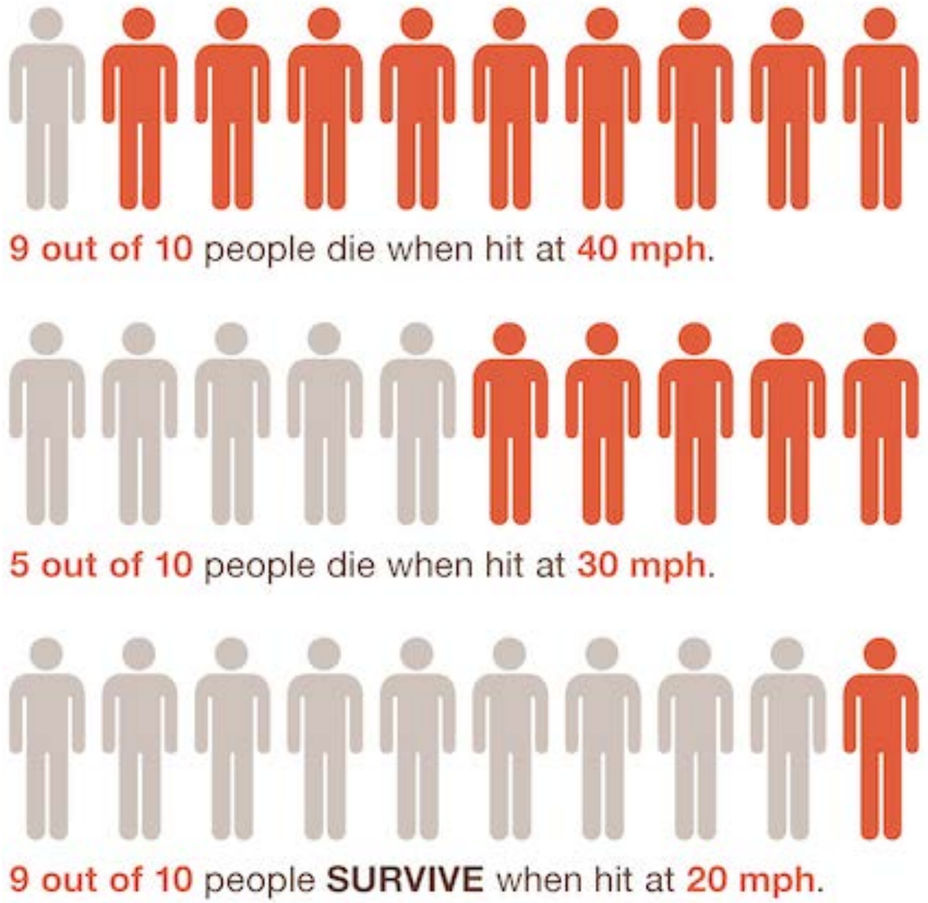


Image courtesy of https://mdt.mt.gov/pubinvolve/poplar/exhibit/

Animation courtesy of https://www.youtube.com/watch?v=ClVip0zO_j8

03 FEWER RESOURCES REQUIRED

- Decreased commuting time - no traffic lights or stop signs
- Lower car emissions and fuel consumption - cars do not idle as long
- Increased pavement life - less stopping, less rutting
- Require less long term maintenance

Image Courtesy OHM: Arlington Avenue Corridor Redevelopment

03 ADDITIONAL CONSIDERATIONS

- Larger intersection footprint, R/W acquisition may be necessary
- Driver unfamiliarity with a roundabout on this corridor
- Driveway impacts/realignments
- GCRTA bus station relocation required

Image Courtesy OHM: New Albany and Market Streets Roundabout

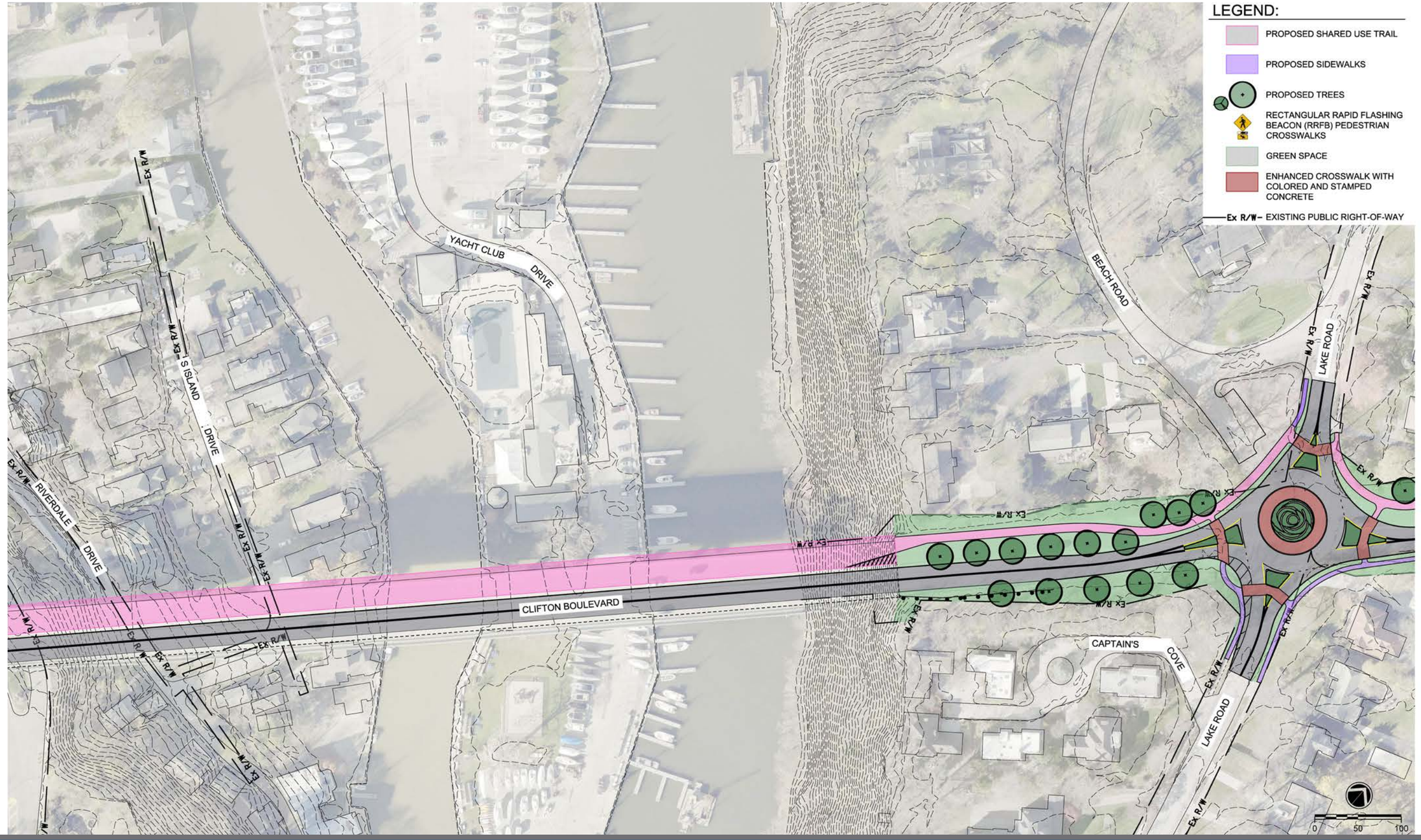
04 Concept #2

04 CONCEPT #2

Proposed

04 CONCEPT #2

Proposed



04 CONCEPT #2

Lake Road Roundabout (Looking East)

04 CONCEPT #2

Lake Road Roundabout (Looking East)

04 CONCEPT #2

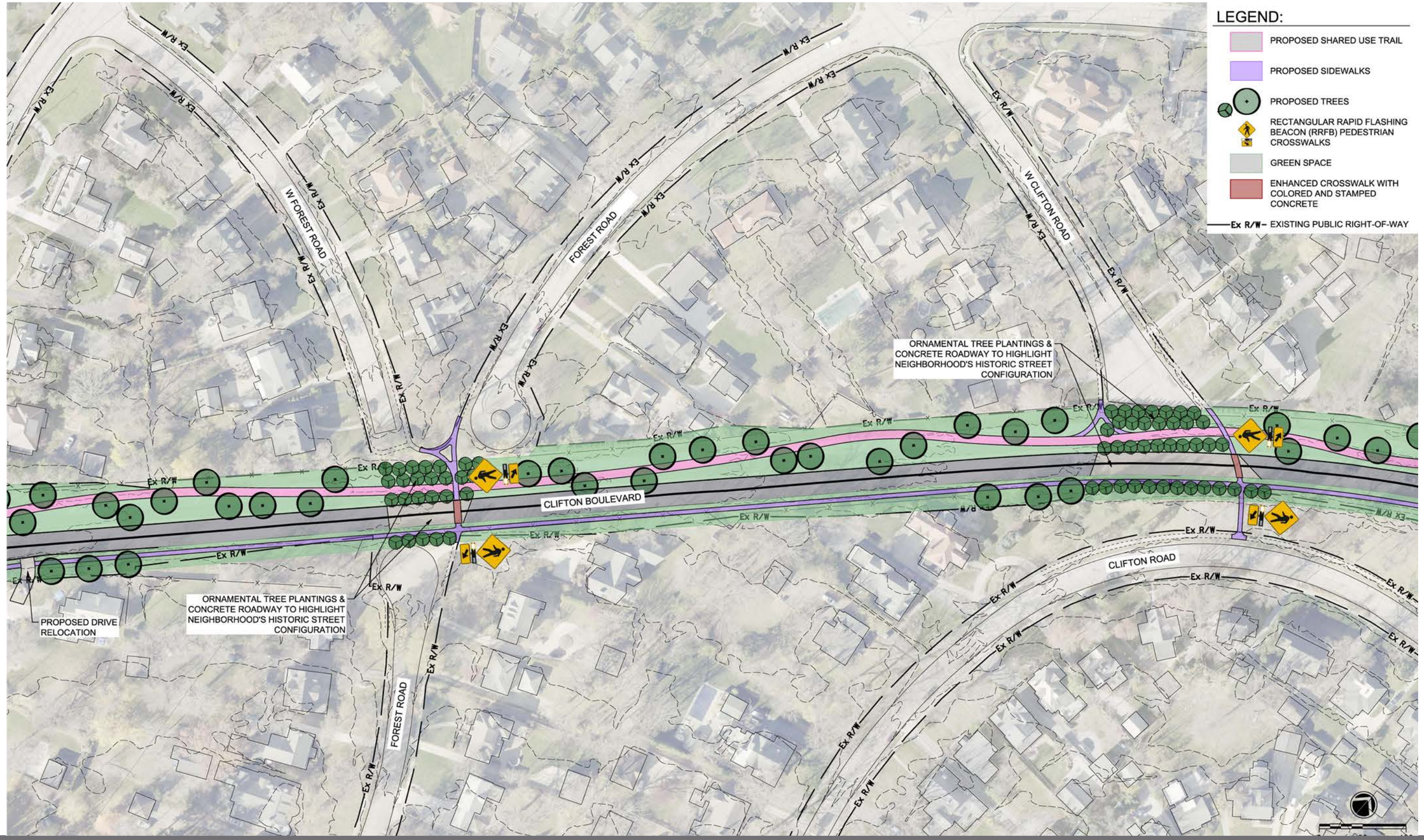
Lake Road Roundabout (Looking East)

04 CONCEPT #2

Lake Road Roundabout (Looking East)

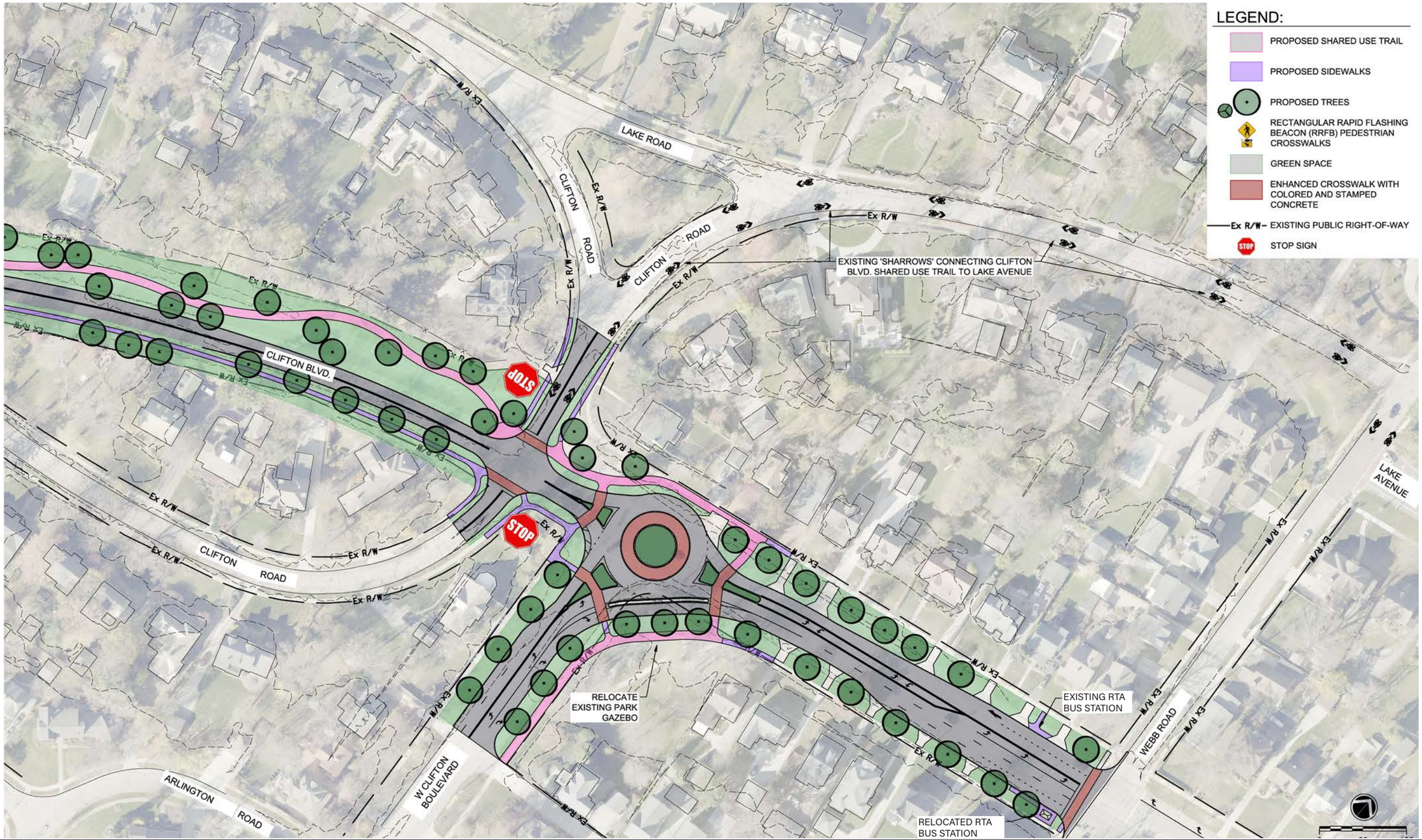
04 CONCEPT #2

Proposed



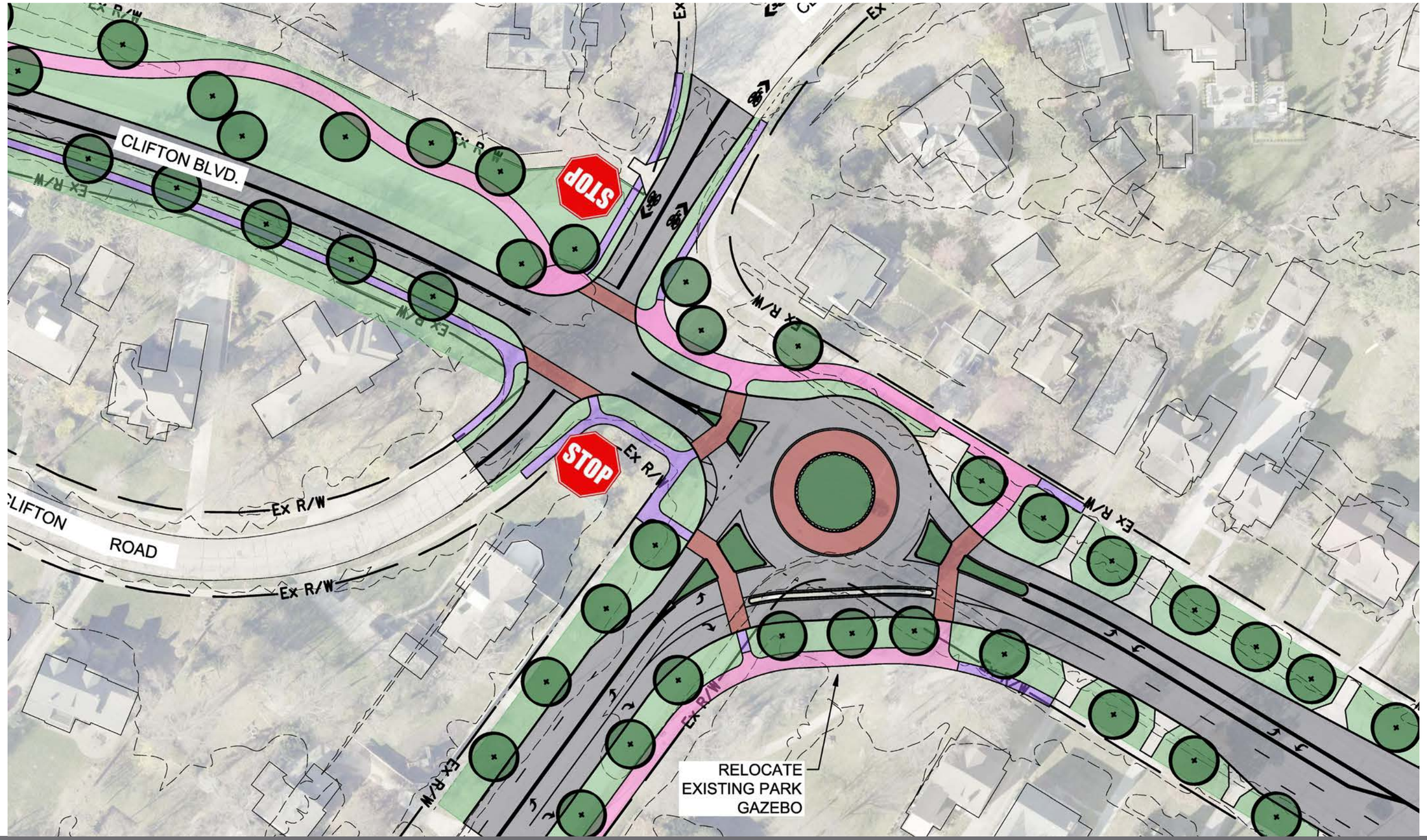
04 CONCEPT #2

Proposed



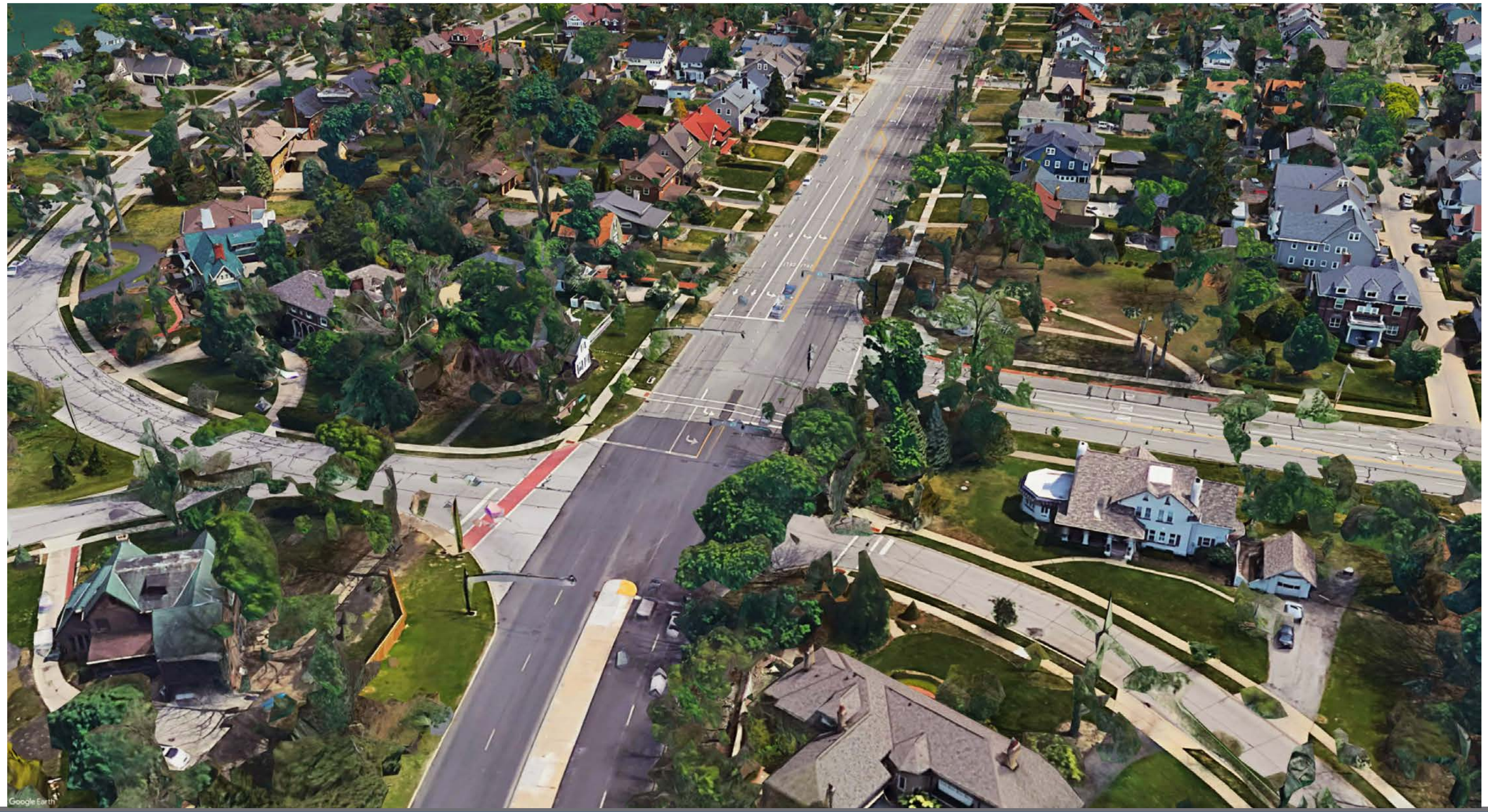
04 CONCEPT #2

Proposed



04 CONCEPT #2

West Clifton Roundabout (Looking East)



04 CONCEPT #2

West Clifton Roundabout (Looking East)

04 CONCEPT #2

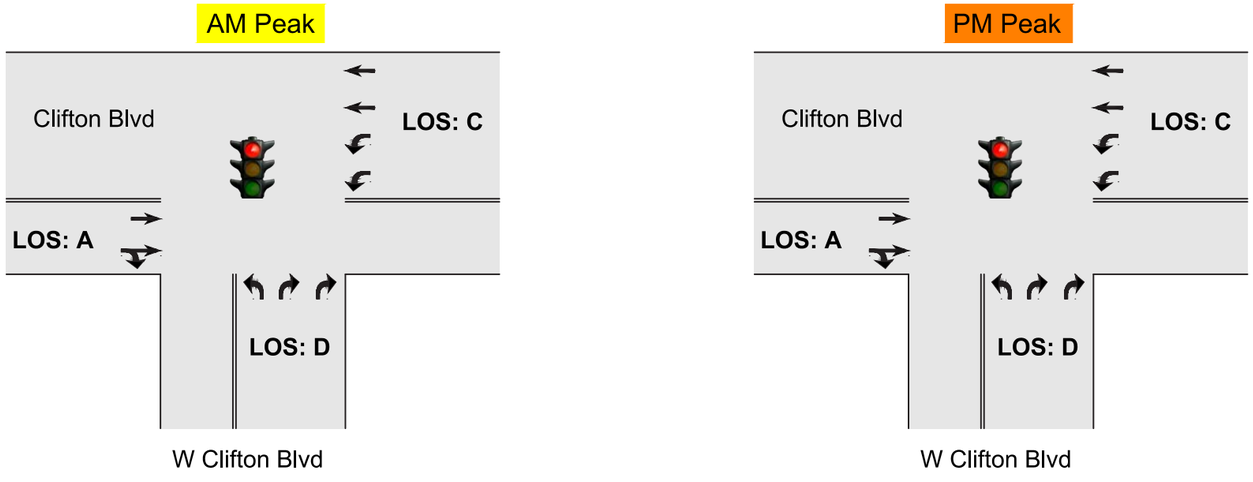
West Clifton Roundabout (Looking East)

04 CONCEPT #2

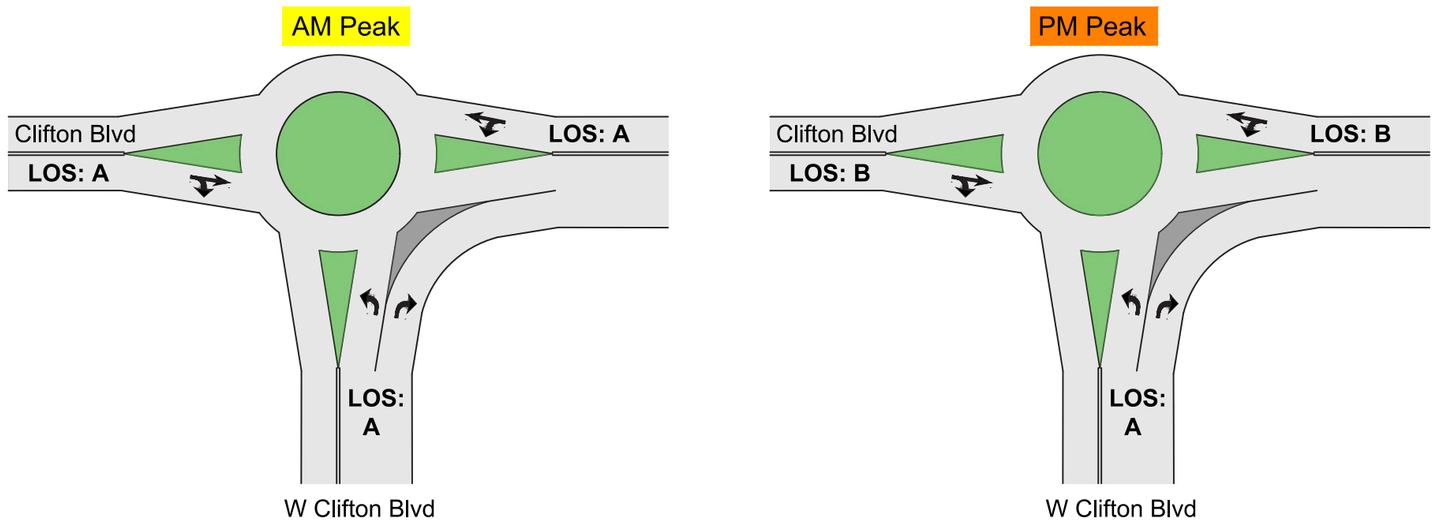
West Clifton Roundabout (Looking East)

04 CONCEPT #2

Level of Service



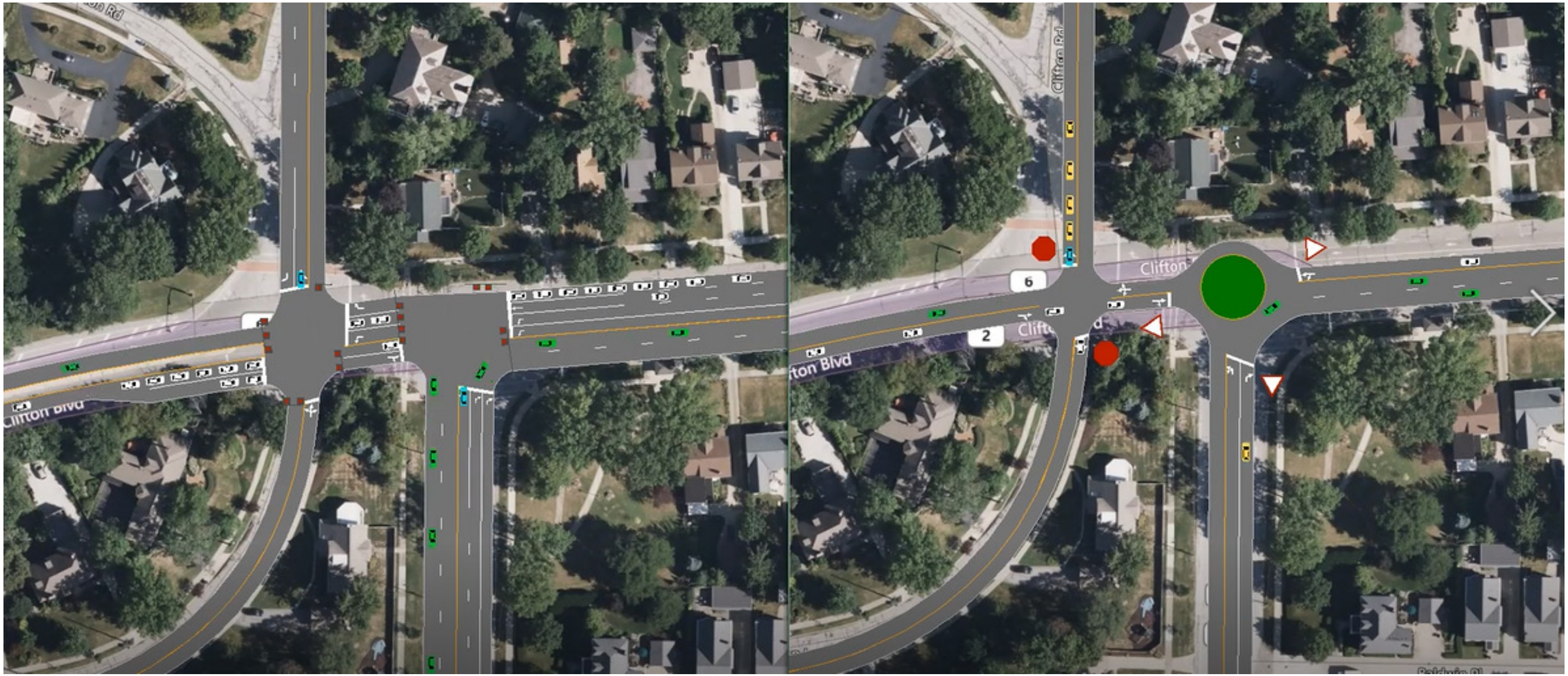
Existing Condition



Proposed Condition
Concept #2 (Roundabout)

04 CONCEPT #2

Traffic Model



05 Next Steps

05 PROJECTED SCHEDULE

Design and Engineering
January 2022 - July 2022

Bidding and Contracting
August 2022 - September 2022

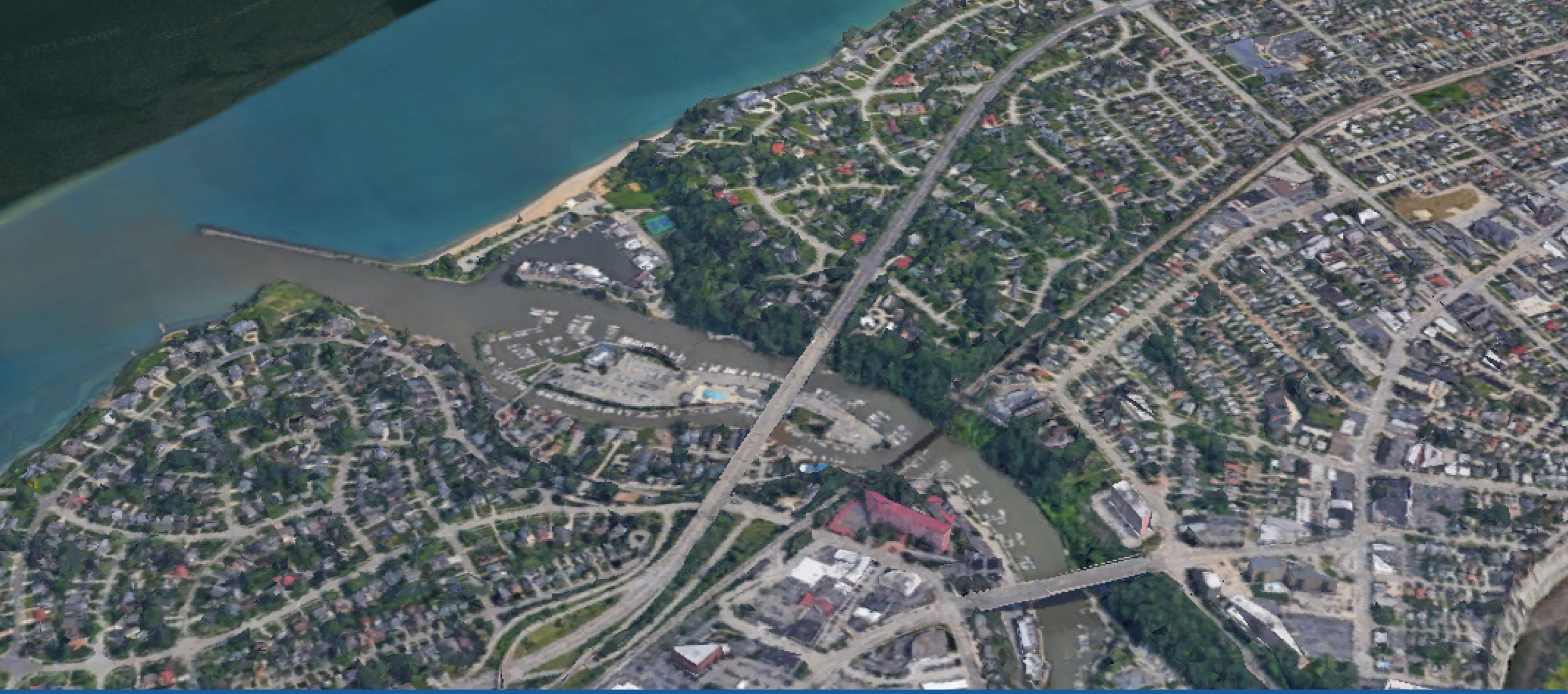
Construction
October 2022 - September 2023

06 What Do You Think?

06 LIVE SURVEY

To provide feedback about this plan, scan this QR Code or go to https://ahaslides.com/CBLVD

07 Discussion at Stations



Thank you for coming!

County Planning

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