50 YEARS OF PLANNING
1968 - 2018
MEETING AGENDA

• Project overview
• Diverter demonstration results
• Recommendations
• Brief Q & A
• Breakout to view posters, talk with City, NOACA, CDC staff
NOACA TRANSPORTATION FOR LIVABLE COMMUNITIES INITIATIVE (TLCI)

- TLCI Planning process
- Not a monetary award
- Led by NOACA staff
- Jurisdiction provides staff support
HOW IT STARTED

- City of Cleveland Planning applied to NOACA for study of Franklin Blvd.
- Through competitive process, NOACA awarded the city a TLCI planning study
- Study began in Fall 2017
WHO IS INVOLVED?

**Governmental:** NOACA, Councilmembers Matt Zone and Kerry McCormack, City Planning, City Traffic

**Orgs. and Groups:** Residents and stakeholders, Ohio City, Inc., Detroit-Shoreway Community Development Corporation, Safe Routes to School, Bike Cleveland
GOALS OF THIS STUDY

Identify ways to make Franklin Blvd. safer, more desirable for all road users, particularly pedestrians and bicyclists.

Evaluate and prioritize potential traffic calming measures.
STUDY SCHEDULE

- September 2017: Stakeholder Committee
- October 2017: Public Meeting #1
- January 2018: Stakeholder Committee
- March: Public Meeting #2
- May: Stakeholder Committee
- July-August: City-led diverter demonstration
- October: Stakeholder Committee
- November: Public Meeting #3: Recommendations
## CRASH RATE COMPARISON

<table>
<thead>
<tr>
<th>Street</th>
<th>Total Crash Rate</th>
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<tbody>
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**Crash Rate:** crashes per million vehicle miles (2011-2015)
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Among similar area streets:

- Franklin has one of highest crash rates
- Franklin has the highest segment crash rate & highest injury crash rate
- Other area streets may be candidates for traffic calming
## SPEED LIMIT COMPARISON

Franklin unique among “Major Collectors” in the area:

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<thead>
<tr>
<th>Street</th>
<th>Primary Speed Limit</th>
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<tr>
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<td>35 mph</td>
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PUBLIC MEETING #1
Public Meeting #1

Public Meeting
Suggested Change or Improvement
- 4-Way Stop
- Crosswalk
- Ped Signal/LPI
- RRFB/Signs
- Bump-out
- Raised Crosswalk

Symbols:
- Speed hump
- Traffic circle
- Chicanes
- Bike Box
- Bike Boulevard
- Other
SURVEY RESULTS

Why do you travel along or across Franklin?

1. Recreation
2. Commute
3. Exercise
4. Live on Franklin
SURVEY RESULTS

Biggest trouble spots along Franklin Blvd?

1. W. 54th to W. 65th
2. W. 65th to W. 74th
3. W. 38th to W. 48th
SURVEY RESULTS

Most important changes you’d like to see along Franklin?

1. Safer to bike on Franklin
2. Slow down traffic
3. Reduce number of crashes
4. Safer to walk across Franklin
EXISTING CONDITIONS SUMMARY

- Cars drive fast
- Street parking is under-utilized

Crossing concerns

Higher crash rate
Low visibility

Concerns about traffic

S = School
Two traffic calming Alternatives were presented:

Alternative 1:
Neighborhood Traffic Circles, Curb Extensions, New and Enhanced Pedestrian Crossings

Alternative 2:
Alternative 1 + Traffic Diverters
PUBLIC MEETING #2

W. 69th Street to W. 54th Street
Franklin Blvd. Traffic Calming Study

INSTRUCTIONS:
1. Place GREEN DOTS near the things you like the most
2. Place YELLOW DOTS at locations you think need more consideration
3. Write any questions, comments, or suggestions on a Post-it note

Alternative 1
Neighborhood Traffic Circles and Curb Extensions

- Option A: High-visibility crosswalks near 69th
- Option B: Raised crosswalk over 69th

Midblock Curb Extensions (narrow travel lanes)

Pedestrian-activated flashing beacon at 57th St. (right Routes to School recommendation)

Alternative 2
Traffic Diverters

Option A: Curb Extensions (preferred option from previous W. 65th TLO Study)
Option B: Curb Extensions + bike lanes along W. 65th
Option C: Full Roundabout

March 6th, 2018
Franklin Blvd. Traffic Calming

Temporary Diverter Demonstration Findings
• Traffic diversion was shared along with other alternatives at March 6 public meeting.

• Diversion was thought to have potential to address quality-of-life concerns in an easily implemented and cost effective manner.

• Community concerns were raised about resident access and impact on surrounding neighborhood.
Demonstration Configuration: July 24-August 10
Diversion: One Potential Solution

Key questions:

- Do traffic diverters achieve the desired effects along the corridor in terms of volume and speed?
- Do any safety or quality-of-life benefits of traffic diversion outweigh the inconvenience for residents?
To assess the effectiveness of traffic diversion in addressing issues of traffic safety, walkability, and bikeability by discouraging the use of Franklin Boulevard for through-traffic by:

- Expanding familiarity with traffic diversion and engaging the community
- Collecting road user feedback
- Measuring traffic impacts on adjacent streets
- Measuring impact on corridor speed
Conclusion

Due to community feedback, the City of Cleveland recommends that traffic diverters not be included in the final recommendations to calm traffic along the Franklin Boulevard corridor.
Temporary Demonstration Results Overview

• Expand familiarity with intervention & engage community
  • Over 500 ‘official’ community responses collected (survey, phone line, in person meetings)
  • Robust social media conversation

<table>
<thead>
<tr>
<th>Engagement Strategy</th>
<th>Count</th>
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<tr>
<td>Attendance at On-Site Q &amp; A Sessions</td>
<td>34</td>
</tr>
<tr>
<td>Messages on Recorded Phone Line</td>
<td>42</td>
</tr>
<tr>
<td>Survey Participation</td>
<td>430</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>506</strong></td>
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</table>
Survey Responses—Near West

336 completed surveys (430 partial responses)
Survey Responses—Complete

336 completed surveys (430 partial responses)
Temporary Demonstration Results Overview

• Collect road user feedback
  • High attachment to Franklin as intra-neighborhood connector
  • Overall reactions of frustration, annoyance, and inconvenience
  • Majority of qualitative feedback from people who regularly walk and bike on Franklin was positive
  • 69% to 75% “not at all interested” in permanent installation (variation by intersection)
Temporary Demonstration Results Overview

- Measure traffic impact on adjacent streets
  - 26 street segments monitored for changes
    - 18 peak hour screenline volunteer counts, before and during demonstration
    - Two 12-hour intersection video counts, before and during demonstration
  - Volumes decreased on many neighborhood streets, but increased markedly on segments of W. 54th, W. Clinton, W. 74th, and Bridge
  - If there were more community interest, different diverter placements could be explored to mitigate impacts
Volume Changes—Peak AM (7:00-9:00)

Legend
- Green: 50%–100% decrease
- Light green: 0%–40.0% decrease
- Yellow: 0.1%–49.9% increase
- Orange: 50%–99.9% increase
- Red: 100%+ increase

[Map showing volume changes in areas with different color codes indicating percentage changes during peak AM hours.]
Volume Changes—Peak PM (4:00-6:00)
Temporary Demonstration Results Overview

• Measure impact on corridor speed
  • Low volumes on key corridor segments
  • No observed change in 85th percentile speeds

• Lessons learned for temporary installations
  • Engagement with community, public safety, waste, maintenance, schools
  • Technical aspects: diverter placement and data collection
For additional information:

• Full report posted online: [www.noaca.org/franklin](http://www.noaca.org/franklin)

• Calley Mersmann, Bicycle/Pedestrian Coordinator  
  cmersmann@city.cleveland.oh.us, 216-664-2952

Interested in diving deeper? Sign up after the meeting.
TRAFFIC CALMING OPTIONS

Neighborhood Traffic Circles

- Discourage speeding
- Reduce crashes
- Reduce delay for all users
- Replace unwarranted traffic signals with 4-way yield control
TRAFFIC CALMING OPTIONS

Neighborhood Traffic Circles
TRAFFIC CALMING OPTIONS

Curb Extensions

- **Improve** pedestrian and vehicle visibility
- **Reduce** crossing distance
- Encourage **slower** turning speeds
- Give drivers the sense they are entering a neighborhood area

Cedar and Lee, Cleveland Heights
TRAFFIC CALMING OPTIONS

Raised Crosswalks

• Discourage speeding
• Reduce crashes
• Improve pedestrian and vehicle visibility

J.C. University, University Heights
RECOMMENDATIONS

- Consistently **calm traffic** along entire Franklin Blvd. corridor
- **Remove** some traffic signals
- **Increase** and **improve** pedestrian crossings, particularly near schools
RECOMMENDATIONS

• **8** traffic signals removed and replaced with calming countermeasures
• **7** Neighborhood Traffic Circles
• Curb extensions at **10** intersections
• **10** new or enhanced pedestrian crossings
• Street parking shift between W. 80\textsuperscript{th} and W. 77\textsuperscript{th} St.
• Lower speed limit to **25 mph**
**RECOMMENDATIONS**

- **1.** New pedestrian crossing*
- **2.** Upgraded school crossing*
- **3.** New pedestrian crossing*
- **4.** Leading pedestrian intervals at signal
- **5.** Continue full signal operation late at night
- **6.** New school crossing*
- **7.** Upgraded pedestrian crossing*
- **8.** Upgraded school crossing
- **9.** Upgraded pedestrian crossing*
- **10.** New pedestrian crossing*
- **11.** Upgraded pedestrian crossing*
- **12.** Reduce to single left turn lane from eastbound Franklin Blvd. to northbound W. 25th St.
- **13.** Leading pedestrian interval and high visibility marked crosswalk over W. 25th St.

* Raised crosswalk
CONCEPTUAL COST ESTIMATES

Traffic Circles: $200,200
Curb Extensions: $414,700
Crossing Improvements: $323,180
Other: $4,290

TOTAL: $942,370
POTENTIAL FUNDING EXAMPLES

NOACA’s TLCI Implementation Grants
- Apply in Fall 2019
- Minimum $100,000 funding request

Safe Routes to School Program

ODOT’s Highway Safety Improvement Program
Next Steps

- Finalize recommendations
- Move toward implementation
- Consider interim installations

Contacts:
- Calley Mersmann (City Planning): cmersmann@city.Cleveland.oh.us
- Ashley Shaw (Ohio City, Inc.): ashaw@ohiocity.org
- Ashley Wilson (Detroit-Shoreway): awilson@dscdo.org
- Andrew Stahlke (NOACA): astahlke@mpo.noaca.org

View recommendations and meeting materials: www.noaca.org/franklin
NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.