ABOUT THE STUDY

- **WHAT & WHERE:** A look at Taylor Road traffic patterns; with in-depth study around the Cedar Taylor Business District and the pedestrian areas near Hebrew Academy
- **WHO:** Cleveland Heights, University Heights, East Cleveland, Northeast Ohio Areawide Coordinating Agency (NOACA) + Stakeholder Committee
- **WHY:** Make travel safer & more convenient for everyone (people walking, biking, or driving)
- **HOW:** Through NOACA’s planning assistance program Transportation for Livable Communities Initiative (TLCI)
ABOUT THE STUDY

Phase 1- What is working? What’s not working? November 2018
Phase 2- What are some options for the future? September 2019
Phase 3- Presentation of Study Findings December 2019

Outreach Opportunities

- Stakeholder/Public Meeting 1- November 2018
- Business Engagement @ Cedar-Taylor- February 2019
- Stakeholder/Public Meeting 2- September 2019
- East Cleveland Community Engagement- November 2019
- Stakeholder/Public Meeting 3- December 12, 2019
Phase 1 - What is working? What’s not working? November 2018

What’s Working?
- Distinct neighborhoods
- Strong Institutions
- Growing Businesses
- Beautiful Trees & Homes

What’s NOT Working?
- Confusing and Frustrating for Motorists
- Intimidating to most people who bicycle
- Inconvenient to cross as a pedestrian
PHASE ONE

What’s NOT Working?

Current design encourages speeding and dangerous maneuvering.

Crashes are most frequent at:
- Monticello
- Euclid Heights to Blanche
- Cedar.

Crash Frequency
2014-2018

Crash Severity & Type
2014-2018
Phase Two Options

Phase 2 - What are the options for the future? September 2019

tell us your opinion on your poll form!
PHASE TWO OPTIONS

Center Turn Lanes

Center Turn Lanes:
- Organizes traffic flow & reduces crashes
- Calms vehicle traffic
- Allows pedestrians to cross one direction at a time; plus allows space for Median Islands in crosswalks
- Contributes to Complete Street Goals
PHASE TWO OPTIONS

Bike Lanes

Bike Lanes:
- Provides space for people to bike apart from vehicular traffic
- Fewer vehicular lanes for pedestrians to cross
- Calmer vehicle traffic & reduced crashes
- Contributes to Complete Street Goals
Parking Lanes:
• Reduces speeding
• Can reduce pedestrian crossing distance
• Helpful for businesses with short-stay customers
• Allows space for curb extensions
THE FUTURE OF TAYLOR

Phase 3 - Findings of the Study

Chosen from Meeting Results  Provide Safety Benefits  Makes Driving Easier
THE FUTURE OF TAYLOR

Center Turn Lane  Bike Lane  Parking Lane
THE FUTURE OF TAYLOR

7 New Pedestrian Crossings:
- Council Garden Apartments
- Altamont
- Hebrew Academy
- Cain Park Entrance (Superior Park Blvd)
- 3 Within Cedar-Taylor Business District
NORTHERN TAYLOR

- Need to hear from residents in Segments A & B!

**SEGMENT A**
Euclid Ave to Terrace Rd
2 miles

**SEGMENT B**
Terrace Rd to Monticello
1.2 miles

**SEGMENT C**
Monticello to Euclid Hts. Blvd
0.88 miles

Near Severance:
- Recommendation to narrow the road with paint. More expensive options, which could expand the treelawn for residents or construct a trail on the eastern side of the road, are compatible with this choice.
CAIN PARK SECTION

**SEGMENT D**
EUCLID HEIGHTS TO BLANCHE
0.36 MILES

**SEGMENT E**
BLANCHE TO SUPERIOR
0.25 MILES

Near the Taylor Tudor Buildings:
- Preserved on-street parallel parking on one side
- Provides buffered bike lane and center-turning lane
What We Heard in Meeting 2

- Do these options accommodate school traffic? Will they make driving more difficult?
- Traffic light at Desota/Bendemeer could be moved to Berkeley
Additional Traffic Data Gathering:

- Traffic Counters at Berkeley & Blanche
- Observation & Driving Assessments during busy times (drop off and dismissal)
- Purpose to better understand school traffic
Result #1:

- Moving the traffic light from Desota to Berkeley is helpful for pedestrians and for school traffic.
- Intersection is key for Hebrew Academy Dismissal
- A crosswalk is needed at Berkeley
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- Moving the traffic light from Desota to Berkeley is helpful for pedestrians and for school traffic.
  - Intersection is key for Hebrew Academy Dismissal
  - A crosswalk is needed at Berkeley

Northbound Traffic Turning Left onto Berkeley

1-4pm Turn Restriction in Effect
Pedestrian crossings at Berkeley - 45 crossings within a 12 hour period
Result #2:

- Adding a center turning lane and better organizing parked cars will help to address motorist frustrations.
- Lane jockeying around parked cars and left turning vehicles would be eliminated.
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  - Impact of school traffic on other traffic flow is minimal
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Drive Times from Euclid Heights Blvd to past Blanche
* already functioning as one lane in either direction due to parked cars, no center turn

<table>
<thead>
<tr>
<th>Time Beginning</th>
<th>How Long Was the Drive?</th>
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<tbody>
<tr>
<td>2:26pm</td>
<td>1 minute, 30 seconds</td>
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<tr>
<td>2:33pm</td>
<td>1 minute, 39 seconds</td>
</tr>
<tr>
<td>2:43pm</td>
<td>1 minute, 45 seconds</td>
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<tr>
<td>3:23pm</td>
<td>2 minutes, 1 second</td>
</tr>
<tr>
<td>Google Traffic Says...</td>
<td>2 minutes</td>
</tr>
</tbody>
</table>


CAIN PARK SECTION

 BOTH OPTIONS PROVIDE:
 • Improved crossings for pedestrians
 • Traffic safety benefits and less confusion for drivers
 • Dedicated left turn lanes at intersections

 ANY CHANGE REQUIRES:
 • Continued discussions with schools
 • Additional details worked out in design at the transitions & intersections
CEDAR-TAYLOR

SEGMENT F
SUPERIOR TO WASHINGTON
0.10 MILES

SEGMENT G
WASHINGTON TO CEDAR BROOK
0.28 MILES

Cedar-Taylor Business District:

- Allows for more crosswalks in the district
- Cedar Road could operate better & needs more study!
Cedar Intersection:

- Turning lane provided onto Cedar Road from Taylor at the intersection.

- Business owners at Public Meeting 2 felt this benefit is worth the reduction in parking spaces (~8 spaces). Parking occupancy analysis identified opportunities to improve lots.

- Requires partnership within the district to share and resign lots

- Cedar Road could operate better & needs more study!
SOUTHERN TAYLOR

SEGMENT H
CEDARBROOK TO MEADOWBROOK
0.17 MILES

SEGMENT I
MEADOWBROOK TO FAIRMOUNT
0.73 MILES

ADVISORY BIKE LANE
WHAT’S NEXT?
NORTHERN TAYLOR

SHORT ($)
- Enhance existing crosswalks
- Further study of the Monticello Blvd and Taylor intersection

MEDIUM ($$)
- Restripe roads
- Create New crosswalks

LONG ($$$)
- Narrow the roadway width of Segment C
- Narrow Mayfield Road near Taylor Road (Mayfield Road Corridor Study finding)
WHAT'S NEXT?

CAIN PARK VILLAGE

SHORT ($)
- Continued discussions with schools
- Enhance existing crosswalks
- Further study of the Berkeley Road signal

MEDIUM ($$)
- Restripe roads
- Create New crosswalks
WHAT'S NEXT?

CEDAR TAYLOR

SHORT ($)
- Working with businesses on parking management plans
- District wayfinding
- Enhance existing crosswalks
- Further study of Cedar Road

MEDIUM ($$)
- Restripe roads and add turning lane at intersection
- Create New crosswalks
- Public parking lot improvements

LONG ($$$)
- Curb extensions at Cedar and Taylor Roads
WHAT’S NEXT?
SOUTHERN SECTION

SHORT ($)
• Reduce speed limit

MEDIUM ($$)
• Revise striping with support from Federal Highway Administration
Thank you!

• Q & A with the project team
• Review the posters & leave comments!

Thank you for your time!