

Public Meetings

<i>Meeting Date</i>		<i>Project Name</i>	
Wednesday, May 30 th at 7:00 PM		Lee Road Traffic Study and Corridor Plan	
<i>Subject</i>		<i>Meeting Location</i>	
Public Meeting #1		Shaker Heights City Hall	
<i>Attendees</i>		<i>Meeting Agenda</i>	
<p>See sign in sheets for general public attendance. (14 people signed in)</p> <p>Project Team: Joyce Braverman, Shaker Heights (216) 491-1432; joyce.braverman@shakeronline.com Ann Klavora, Shaker Heights (216) 491-1436; ann.klavora@shakeronline.com Tania Menesse, Shaker Heights (216) 491-1334; tania.menesse@shakeronline.com John Motl, ODOT (216) 584-2085; john.motl@dot.state.oh.us Nancy Lyon-Stadler, Baker (216) 776-6814; nlyonstadler@mbakercorp.com Lori Duguid, Baker (614) 538-7604; LDuguid@mbakercorp.com Neal Billetdeaux, SmithGroupJJR (734) 662-4457; Neal.Billetdeaux@smithgroupjjr.com Chad Brintnall, SmithGroupJJR (734) 669-2726; Chad.Brintnall@smithgroupjjr.com</p>		<p>Meeting to introduce the project and its components to the general public, and to solicit feedback and ideas from the public.</p> <ol style="list-style-type: none"> 1. Meeting Welcome and Overview 2. Presentation & Questionnaire 3. Comments, Questions & Breakout Group Discussions <ul style="list-style-type: none"> – Traffic Operations & Analysis – Bicycle & Pedestrian Accommodations and Connections – South Section Streetscape 4. Other 	
<i>Item</i>	<i>Description</i>		
1.0	<p>Meeting Welcome</p> <p>Nancy Lyon-Stadler welcomed everyone to the meeting and introduced the project. Members of the project team introduced themselves and their roles in the city and on the project.</p>		
2.0	<p>Presentation</p> <p>Nancy, Neal Billetdeaux and Chad Brintnall presented the project, with discussion of each project component: traffic operations and analysis, bicycle and pedestrian accommodations and connections, and South Section streetscape. After the presentation, everyone present was asked to complete the questionnaire to provide their thoughts and feedback on the project. (Presentation provided at end of minutes.)</p>		
3.0	<p>Comments, Questions & Breakout Group Discussions</p> <p>Traffic Operations & Analysis</p> <ul style="list-style-type: none"> • Concern with traffic volume and speed on Lomond, particularly by those using Lomond as a cut-through route. <p><i>Analysis of traffic operations on Lomond is beyond the scope of this project. However, there may be an opportunity for the City to apply for CMAQ (Congestion Mitigation Air Quality) funding to optimize signal timing throughout the city. This should improve progression along Chagrin and reduce the desire for use of Lomond as a cut-through route.</i></p>		

	<ul style="list-style-type: none"> • Note: Nobody at the meeting expressed concern about the recommended conversion of the North and South Sections to a 3-lane roadway. <p>Bicycle & Pedestrian Accommodations and Connections</p> <ul style="list-style-type: none"> • The City’s bike plan (completed with assistance from NOACA) shows only a portion of Lomond as a bike route. Lomond should be designated as a bike route for its entire length. It provides a good alternative to Chagrin for bicyclists with lower traffic volumes, slower vehicle speeds, and wide lanes through a residential area. <i>The City is going to be implementing the bike plan soon and will incorporate the comment into the plan.</i> • Concern with road debris accumulating in bike lanes; they need to be swept to be functional. Prefers use of off road trails and cycle tracks. <i>Comment noted. The City is looking to provide off road trails where possible. Research shows that provision of separate bicycle facilities does a better job of attracting new riders.</i> • Preference to see different considerations and accommodations for bikes and pedestrians in residential areas and commercial areas. <i>Comment noted.</i> <p>South Section Streetscape</p> <ul style="list-style-type: none"> • Shaker Heights does not have to rely on road capacity to determine land use along Lee Road. They need to decide what the southern segment of Lee Road should be from a land use perspective and design a road to fit. <i>Comment noted.</i> • Interest in attracting and supporting non-chain businesses. <i>Comment noted. The City would need to provide subsidies and support for such businesses to survive and be successful. Mixed-use developments have an increased chance of success.</i> • Would like to see the bus garage moved to another location. <i>Comment noted. To accomplish that, a favorable economic condition needs to be created to make a business case for its relocation. Until that happens, there may be ways to enhance the appearance of the bus garage.</i>
<p>4.0 Other</p>	<ul style="list-style-type: none"> • Ann Klavora noted that the project team needs to appropriately incorporate the traffic impacts from the Warrensville/Van Aken/Chagrin reconfiguration into the Lee Road study. The redistribution of traffic from Warrensville/Van Aken/Chagrin may affect traffic at Lee Road’s Chagrin and Van Aken intersections. • Joyce Braverman noted that as part of the Implementation Plan, the project team should identify easy, low cost concepts for early implementation. Examples include changes in pavement markings and installation of countdown pedestrian signal heads. • Lee Road is a local road (not subject to ODOT design standards). Chagrin Blvd is a State Route, subject to ODOT design standards and requirements; as such, modifications to the Chagrin/Lee intersection must comply with ODOT standards.

Photos:



Lee Road Traffic Study and Corridor Plan
 Public Meeting #1 Minutes
 May 30, 2012



Attendance:

Lee Road Traffic Study and Corridor Plan
 Public Meeting #1 - Shaker Heights City Hall
 May 30, 2012



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Willen Walker	3696 Brecken	
John E. Addison	17922 Scatteredale	
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Name	Address	Email
Geoffrey Hare	2571 N. Rockland Blvd #D14 Shaker Hts, OH 44120-1359	geoffrey_hare@yahoo.com
Hemette Sibyan	17734 Lund 44122	
Isaac Greben	18432 Sherrington 44122	isac.greben @srcglobal.net

Questionnaire:



Lee Road Traffic Study & Corridor Plan Questionnaire

Recognizing the City of Shaker Heights' commitment to enhancing transportation for all modes on Lee Road, we are seeking public input on aspects of the plan. By completing this questionnaire, you can help determine the future function and character of Lee Road. Thank you for your input and support!



Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage.



Shared Lane Markings ("sharrows") indicate use of the travel lane by motorized vehicles and bicycles alike.

1. Affiliation with Lee Road *(check all that apply)*
 - Resident on/near Lee Road
 - Resident of Shaker Heights
 - Resident of adjacent community
 - Business owner/employee on/near Lee Road
 - Other
2. On average, how often do you travel on Lee Road?
 - 5-7 days a week
 - 2-4 days a week
 - 1 day a week
 - Infrequently
 - Never
3. Do you walk along Lee Road?
 - Yes, regularly
 - Yes, sometimes
 - No
4. Do you bicycle along Lee Road?
 - Yes, regularly
 - Yes, sometimes
 - No
5. Do you think Lee Road should be changed?
 - Yes / No *(circle response)*

If yes, please identify your concerns: *(check all that apply)*

 - Cars drive too fast
 - Does not feel safe or comfortable to walk
 - Does not feel safe or comfortable to bike
 - Does not feel safe to get to/from transit
 - Can't get in/out of driveway or businesses because of traffic on Lee
 - Doesn't feel safe to turn onto cross streets because of traffic on Lee.
 - Other: _____

6. Are there intersections or locations where changes should be made? (yes/no)
 - Yes / No *(circle response)*

If yes, please identify specific areas of concern:

LEE ROAD CONVERSION TO 3 LANES
(similar to Lee Rd in Cleveland Heights)

7. Would you support the conversion of Lee Road to 3-lanes between South Park and Van Aken? (North Section)
 - Yes
 - No
8. Would you support the conversion of Lee Road to 3-lanes between Chagrin and Scottsdale? (South Section)
 - Yes
 - No

BICYCLE & PEDESTRIAN ENHANCEMENTS

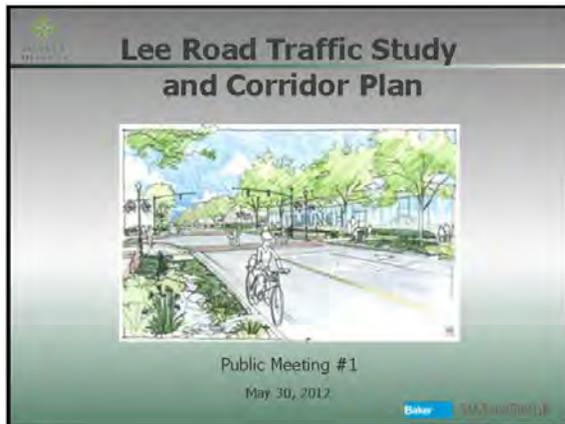
9. Where operationally feasible, should bicycles be more safely accommodated on Lee Road? (North & South Sections)
 - Yes / No *(circle response)*

If yes, do you prefer:

 - Sharrows (shared use lane)
 - Bike lanes/striped shoulder
10. Should Kenyon (at Chagrin/Lee intersection) be converted to a one-way street away from the intersection?
 - Yes / No *(circle response)*
11. Should Aldersyde be a bicycle corridor? (sharrows)
 - Yes / No *(circle response)*

More questions on the other side...

Presentation:



**Lee Road Traffic Study
 and Corridor Plan**



Public Meeting #1
 May 30, 2012

Baker TRANSPORTATION



Meeting Agenda

1. Project Overview
2. Traffic Study
3. Bicycle and Pedestrian Enhancements
4. Streetscape
5. Break Out Groups/ Open House



Baker TRANSPORTATION



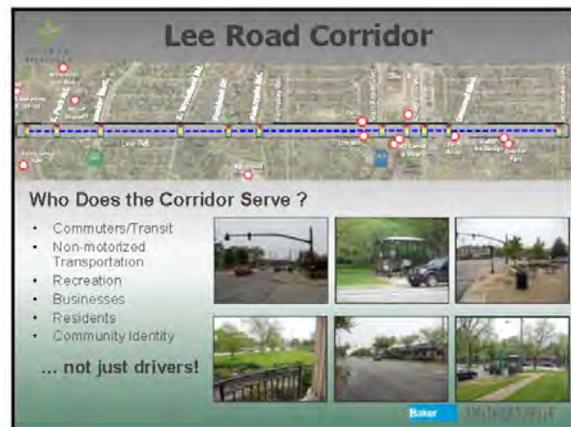
Project Introduction

Purpose:

- Improve transportation access and circulation for all modes along Lee Road, and
- Improve the character of the commercial district south of Chagrin through streetscape enhancements.



Baker TRANSPORTATION



Lee Road Corridor



Who Does the Corridor Serve ?

- Commuters/Transit
- Non-motorized Transportation
- Recreation
- Businesses
- Residents
- Community Identity

... not just drivers!



Baker TRANSPORTATION



It's about balance...

Complete Streets are streets for everyone

- Balanced for all travel modes
- Safe access for all users
- More livable and welcoming



CompleteStreets.org

Baker TRANSPORTATION



Desired Outcomes

Develop a **planning framework** to guide **development** in Lee Road **commercial district** and support **bicycle and pedestrian** improvements **along the corridor.**



Baker TRANSPORTATION

Goals & Objectives

- Improve **access, safety, and comfort** for all users
- Add **bicycle infrastructure** and connections
- Enhance **streetscape** according to a comprehensive plan
- Raise **quality and character** of commercial area to reflect "Shaker character"
- Support existing businesses and future **economic development**
- Create city **gateways**
- Reduce **environmental impacts**



Plan Components

- Traffic study and lane reconfiguration plan
- Pedestrian/bike improvement plan
- Streetscape plan
- Implementation plan and cost estimate




Lee Road Corridor

North of Van Aken

- functions as 4 lanes (40 ft)
- <4 lanes of capacity (left turn blockage)
- 5 signalized intersections

Van Aken to Chagrin

- 5-6 lanes (56-66 ft)
- 3 signalized intersection

South of Chagrin

- 4 lanes (48-52 ft)
- 2 signalized intersections





Traffic Study

- Existing corridor traffic operations
- Feasibility of 4-lane to 3-lane conversion
 - Capacity for each configuration
 - Accident potential for each configuration



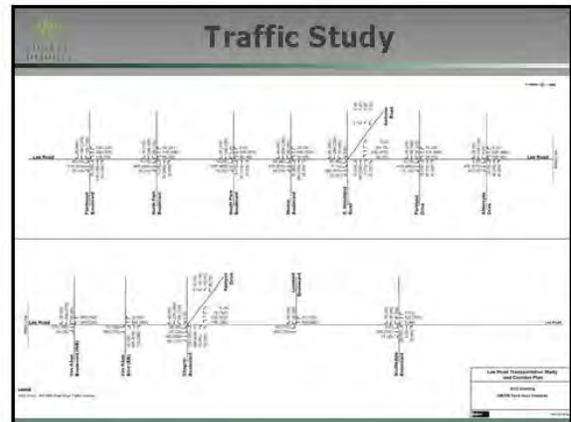

Lane Reduction





Accident Potential – 4 lane



Level of Service (LOS)

Signalized Intersection LEVEL OF SERVICE (LOS)	
LOS	Average Delay (sec/veh)
A	$x \leq 10$
B	$10 < x \leq 20$
C	$20 < x \leq 35$
D	$35 < x \leq 55$
E	$55 < x \leq 80$
F	$80 < x$

Traffic Analysis – AM Peak

AM PEAK LOS Delay	Fairmount	North Park	South Park	Shaker	S. Woodland	Parkland	Alderlyde	Van Allen	Library-Helen's	Chagrin	Lomond	Scottsdale
Existing	C	C	B	C	C	B	B	D	A	C	A	B
3-Lane	C	C	B	D	C	B	B	F	A	C	A	B
Modify 2 intersections	-	-	-	-	C	-	-	-	-	C	-	-
Recommended Hybrid 3-Lane	C	C	B	D	C	B	B	D	A	C	A	B

2-Lane Improved:
 1. Fairmount: Protected EB and WB left turn
 2. Shaker: NB and SB lead/lag protected left turn
 3. S.Woodland: Reconfigure East-West approaches
 4. Chagrin: Convert Kenyon to one-way (to SE)

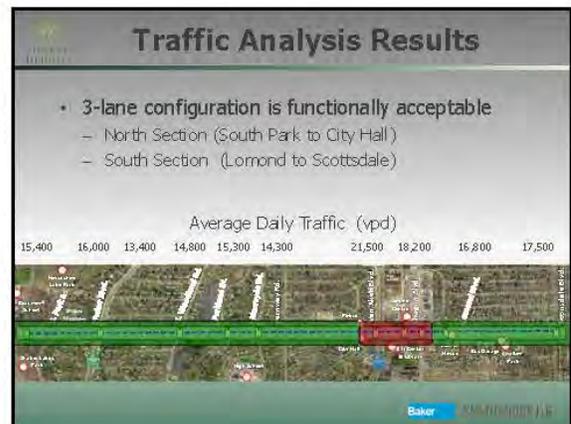
Recommended (Hybrid 3-Lane):
 1. 3-Lane at South Park, Shaker, S.Woodland, Parkside, Alderlyde, Lomond, Scottsdale
 2. Existing at Van Allen, Library/Helen's
 3. Reconfigured Chagrin (Kenyon)

Traffic Analysis – PM Peak

AM PEAK LOS Delay	Fairmount	North Park	South Park	Shaker	S. Woodland	Parkland	Alderlyde	Van Allen	Town Center	Chagrin	Lomond	Scottsdale
Existing	D	B	B	C	C	A	A	D	A	C	A	B
3-Lane	D	B	B	D	C	B	A	F	E	F	A	B
Modify 2 intersections	-	-	-	-	C	-	-	-	-	C	-	-
Recommended Hybrid 3-Lane	D	B	B	D	C	B	A	D	A	C	A	B

2-Lane Improved:
 1. Fairmount: Protected EB and WB left turn
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Bikeways

Road or path designated for bikes

- Shared roadway
- Bicycle lane
- Shared use trail



More info at National Center for Bicycling and Walking (www.bikeinfo.org)

Baker SHAKER HEIGHTS PLAN

Bike Lanes

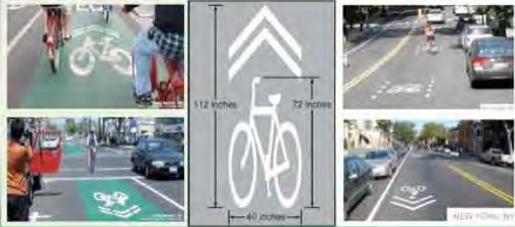
Conventional Bike Lanes



Baker SHAKER HEIGHTS PLAN

Bikeway Signing & Marking

Shared Lane Markings ("sharrows")



Baker SHAKER HEIGHTS PLAN

Intersection Treatments

Bike Box

Designated area at a signalized intersection to provide safe and visible way for bikes to get ahead of queuing traffic during the red signal phase.



Baker SHAKER HEIGHTS PLAN

Intersection Treatments

Median & Median Section

- Shelters crossing pedestrians
- Facilitates crossing maneuver



Baker SHAKER HEIGHTS PLAN

Bicycle User Groups

- 1. Strong & Fearless**
 - Very few
- 2. Enthused & Confident**
 - <10%
- 3. Interested but Concerned**
 - Majority of bicyclists
- 4. No Way, No How**
 - About 30% of population

(City of Portland research)



Baker SHAKER HEIGHTS PLAN

Bike & Ped Enhancements (E-W)

3. Aldersyde: Add bike connection (sharrows)
4. Van Aken: Study/address crash history
5. Library/Heinen's: Add south side crosswalk
6. Chagrin: Convert Kenyon to one-way (enter from Chagrin/Lee)
7. Lomond: Add north side crosswalk

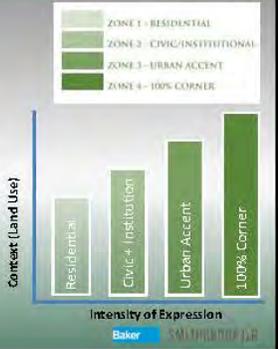



Importance of Streetscape

- Establish character + identity (Brand)
- Addresses various needs of different users
 - Vehicles
 - Pedestrians
 - Bicyclists
- Promotes safety
- Supports businesses/Economic development
- Serve as flexible multi-purpose public space

Streetscape Elements

- Hardscape
- Landscape
- Signage + Wayfinding
- Lighting
- Site Furnishings
- Special Features
- Public Art
- Stormwater



Zone	Context (Land Use)	Intensity of Expression
Zone 1	Residential	Low
Zone 2	Civic/Institutional	Medium
Zone 3	Urban Accent	High
Zone 4	100% Corner	Very High

Streetscape Framework Plan

- Multi-modal transit corridor
 - Motorized – Lane configuration
 - Non-motorized – Bicycle + Pedestrian Infrastructure
- Reinforce “Shaker” character
 - Gateways – Major + Minor
 - Streetscape – Appropriate to place
- Support existing businesses and future economic development
 - Activity on the street
 - Seek opportunities

Streetscape Framework Plan





Lee Road Corridor - Character

South Section - Chagrin Blvd. to Scottsdale Blvd.

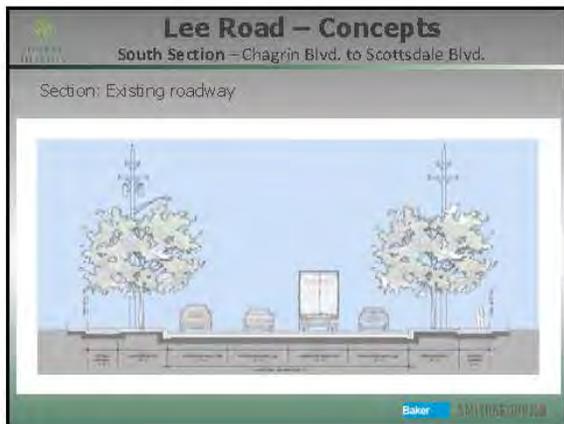
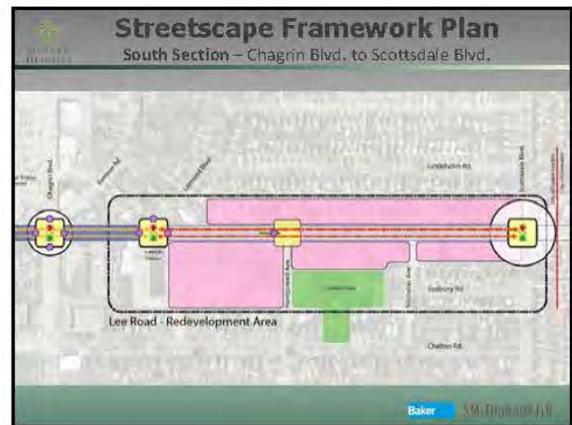


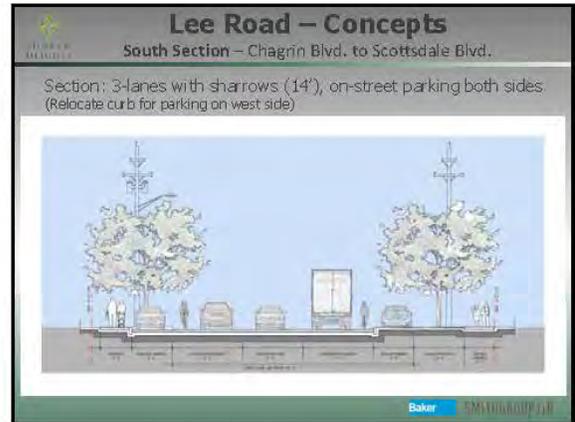
- Shaker LaunchHouse and room to grow
- Desire to reflect "Shaker" character
- Access management, land use, lots
- Create southern gateway

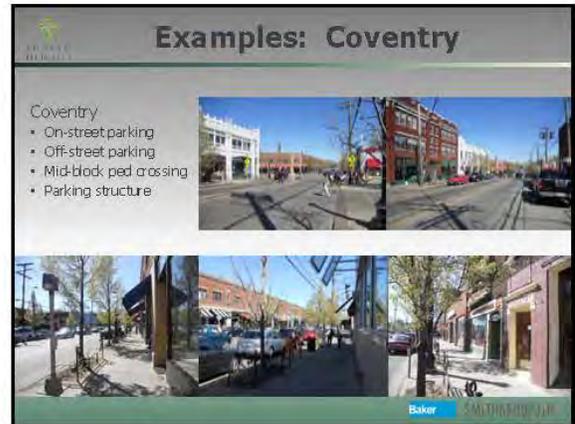
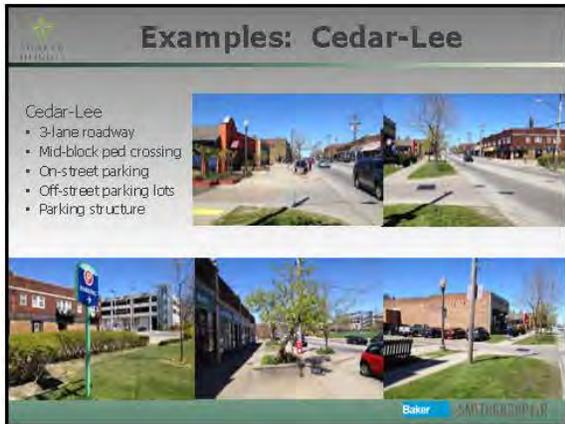
SWOT Analysis

South Section

<p>CONSTRAINTS</p> <ul style="list-style-type: none"> • Utility poles east & west sides • Shallow lot depth, east side • Multiple ownership • Multiple curb cuts • No pedestrian crossings (2000 ft) <ul style="list-style-type: none"> — Lorrain crossing is wide — Next is Scottsdale • Tough pedestrian crossing <ul style="list-style-type: none"> — Roadway width & 4 lanes • Individual parking for each lot • Vacancies & high turnover • Impervious surfaces • Access management (paralyzed) • 4 lanes: no shelter for turning vehicles • Business mix (types & structures) • No restaurants • No on-street parking • Scale of street & impact on ped. • RTA: number & location of bus stops 	<p>POSITIVE ASPECTS</p> <ul style="list-style-type: none"> • Healthy trees (Honey Locust) • New sidewalks (east side) • Accessible curb ramps (east & west) • Deep, large lots on west side • Adjacent residential neighborhood <ul style="list-style-type: none"> — Potential customers • Anchor businesses <ul style="list-style-type: none"> — LaunchHouse, Lewis Electric, Firestone • Vehicular traffic - business viability • Community involvement <p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Bus garage (large parcel adjacent to park) • City-owned parcels/enterprise • Vacant parcels (economic, buy cheap) • Gateway @ Scottsdale • Shared parking resources • Sustainable site(s) development <ul style="list-style-type: none"> — Impervious to pervious • Occupy the corners • Vacant gas station/purchase • Buildings to front street, parking behind • New Lee Man/Amen station • Vehicular traffic is present • Improve pedestrian atmosphere/walkability
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<p><i>Meeting Date</i></p> <p>Wednesday, November 7th at 6:30 p.m.</p> <p><i>Subject</i></p> <p>Meeting with Planning Commission (Public Mtg #2)</p> <p><i>Attendees</i></p> <p>See sign in sheets for general attendance.</p> <p>Project Team: Joyce Braverman, Planning (216) 491-1432; joyce.braverman@shakeronline.com Ann Klavora, Planning (216) 491-1436; ann.klavora@shakeronline.com Tania Menesse, Economic Development (216) 491-1334; tania.menesse@shakeronline.com Nancy Lyon-Stadler, Baker (216) 776-6814; nlyonstadler@mbakercorp.com Chad Brintnall, SmithGroupJJR (734) 669-2726; Chad.Brintnall@smithgroupjjr.com</p>		<p><i>Project Name</i></p> <p>Lee Road Traffic Study and Corridor Plan</p> <p><i>Meeting Location</i></p> <p>Shaker Heights City Hall</p> <p><i>Meeting Agenda</i></p> <p>Meeting to review project recommendations and discuss the plan with the Planning Commission.</p>	
<i>Item</i>	<i>Description</i>		
1.0	Presentation		
	Ann, Nancy and Chad presented the plan recommendations to the Planning Commission.		
2.0	Discussion		
	<ul style="list-style-type: none"> • Do you anticipate much bicycle use? Lee is one of three north-south roadways in Shaker Heights, and it is the one best-suited for bicycle accommodations, given the configuration and traffic volume on Warrensville Center Road and the width of Green Road. Also, the wide shoulder configuration will match the roadway configuration in Cleveland Heights, providing a long, continuous bikeway. • Will cost information be provided? Planning level cost estimates will be included in the final plan. • Discussion of bicycle treatments (wide shoulders, sharrows and bike lanes), with a discussion of sharrow placement. • Discussion of traffic signal timing and recommended changes to timing and phasing at intersections with geometric changes. The system was analyzed as being coordinated with the North Park and Fairmount signals in Cleveland Heights (coordinated with City of Cleveland Heights Planning Director) and consistent cycle length with Invermere signal in Cleveland (coordinated with Cleveland traffic engineer). There was additional discussion of signal timing and phasing concerns at the Shaker/Lee intersection, particularly related to the east-west left turn movements. • Discussion of land uses and desire for restaurants along the south section of Lee Road. This would require modification of current zoning. • One member of the public expressed a desire to connect with the City of Cleveland bike system (existing and planned) to the south via Avalon. The Lee Road plan recommends facilitating bicycle connectivity into the Lomond neighborhood to the east via Scottsdale. Although vehicular traffic will not be able to access eastbound Scottsdale from Lee Road, bicyclists will be permitted to make that movement. 		

	<ul style="list-style-type: none"> • Discussion of redevelopment of south section. Early implementation will remain within the existing right-of-way and land owned by the city. Bigger scale redevelopment opportunities consistent with the concepts presented in the plan will depend upon private investment. • One individual asked about provision of bicycle treatments on Shaker Boulevard. Due to the roadway width and lane configuration, bicyclists are required to take the outside lane when riding on Shaker Boulevard, which is suitable for experienced cyclists but does not require changes in pavement marking. Less experienced cyclists would be better accommodated on South Park (sharrows recommended) or South Woodland (wide shoulders or bike lanes recommended, depending on available roadway width). • There was some discussion of burying utilities. The project team and steering committee discussed this subject; they were in favor of utility relocation (to rear property lines) or burial, but felt that given the cost, it may not be something that should be prioritized over less costly and more impactful opportunities to enhance the corridor.
<p>3.0</p>	<p><i>Planning Commission Action</i> The Planning Commission unanimously recommended adoption of the Lee Road Traffic Study and Corridor Plan.</p>
<p>4.0</p>	<p><i>Next Steps</i> Nov 26th: City Council meeting</p> <ul style="list-style-type: none"> • Present and adopt study recommendations

Lee Road Traffic Study and Corridor Plan



Planning Commission & Public Meeting
November 7, 2012

Project Introduction

Purpose:

- Improve transportation access and circulation for all modes along Lee Road, and
- Improve the character of the commercial district south of Chagrin through streetscape enhancements.



Goals & Objectives

- Improve **access, safety, and comfort** for all users
- Add **bicycle infrastructure** and connections
- Enhance **streetscape** according to a comprehensive plan
- Raise **quality and character** of commercial area to reflect "Shaker character"
- Support existing businesses and future **economic development**
- Create city **gateways**
- Reduce **environmental impacts**

Meeting Agenda

1. Traffic Study Recommendations
2. Bicycle and Pedestrian Enhancements
3. Streetscape Recommendations

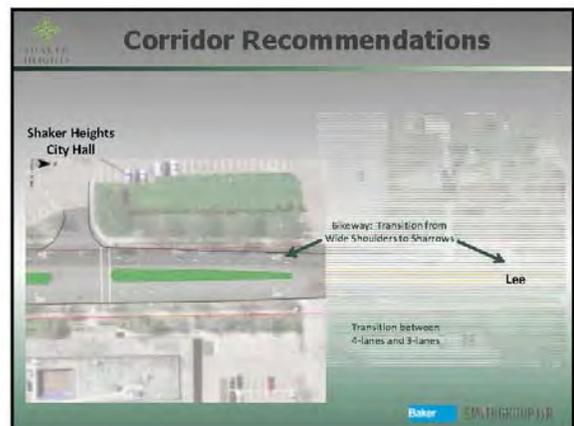
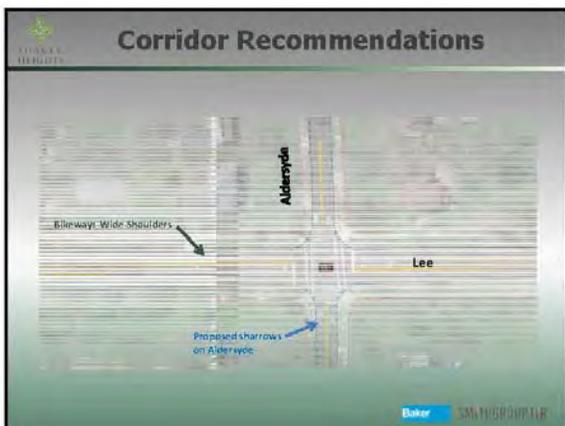
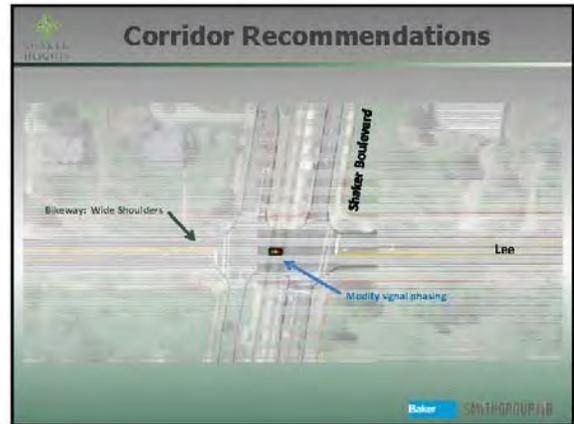
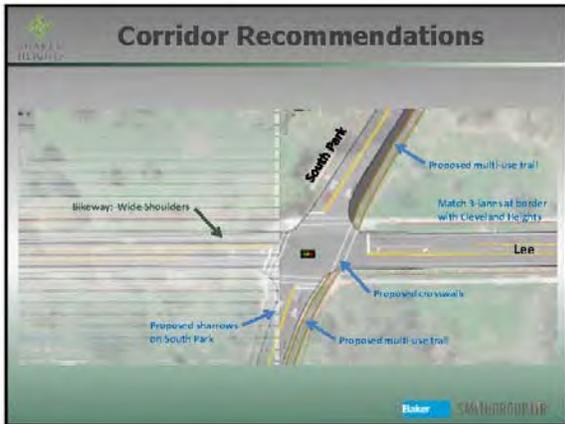


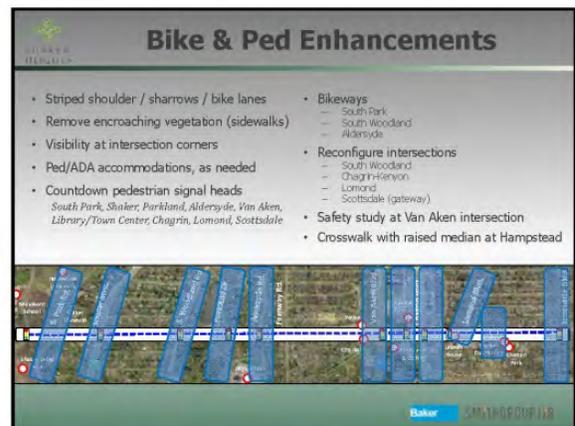
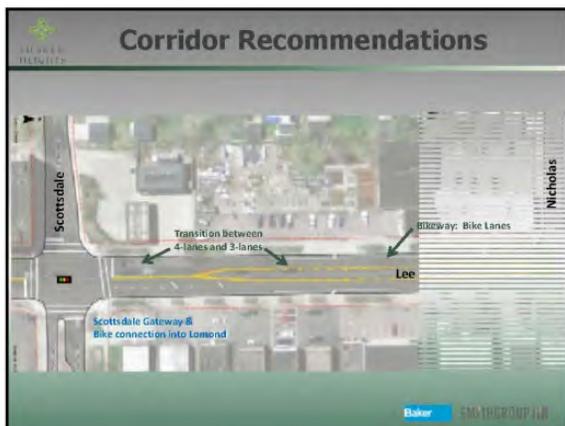
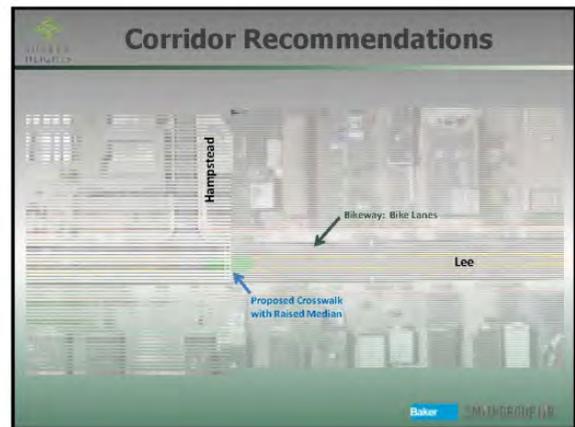
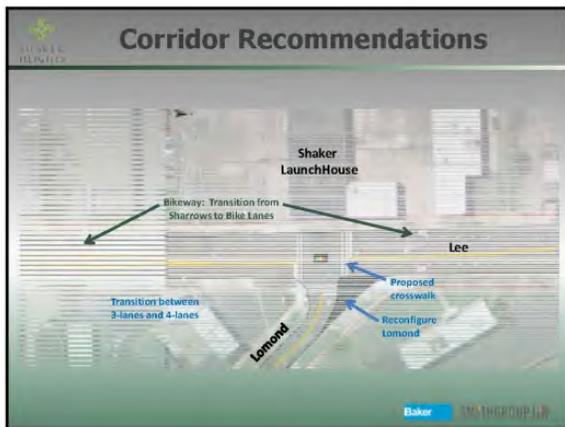
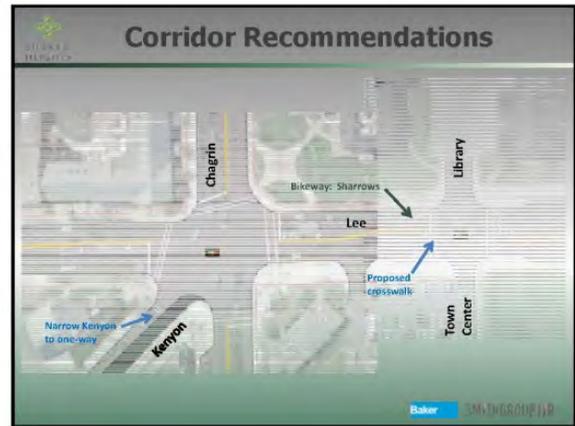
Traffic Analysis Results

	Fairmount	North Park	South Park	Shaker	S. Woodland	Parkland	Allersyde	Van Aken	Library-Helms	Chagrin	Lomond	Scottsdale
AM PEAK HOUR												
Existing	C	C	B	C	C	B	B	D	A	C	A	B
Recommended	33	20	14	30	21	15	11	44	3	25	5	11
Existing	C	C	B	D	C	B	B	D	A	C	A	B
Recommended	30	20	13	41	22	15	14	45	4	21	4	10
PM PEAK HOUR												
Existing	D	B	B	C	C	A	A	D	A	C	A	B
Recommended	39	20	12	30	22	9	4	48	7	30	4	14
Existing	D	B	A	D	C	A	A	D	A	C	A	B
Recommended	44	15	10	44	20	9	10	50	7	22	5	14

Traffic Analysis – Recommendations

1. Reconfigure Lee Road corridor
 - 3-lanes: South Park to City Hall
 - Existing: City Hall to Chagrin
 - 3-lanes: Lomond to Scottsdale
2. Modify signal operations at Shaker/Lee
3. Modify intersection configuration: Woodland, Chagrin-Kenyon, Lomond and Scottsdale
4. Bicycle facilities:
 - Wide shoulders: South Park to City Hall
 - Sharrows: Van Aken to Lomond
 - Bike Lanes: Lomond to Scottsdale



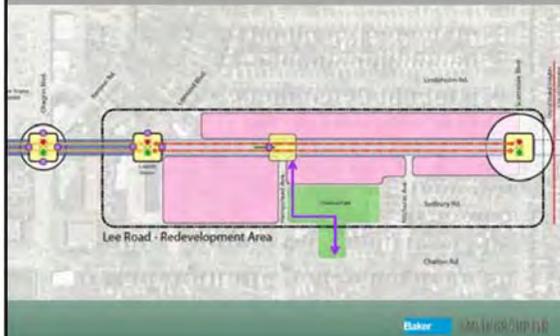


Importance of Streetscape

- Establish character + identity (Brand)
- Address various needs of different users
 - Vehicles
 - Pedestrians
 - Bicyclists
- Promote safety
- Support businesses + economic development
- Serve as flexible multi-purpose public space

Streetscape Framework Plan

South Section – Chagrin Blvd. to Scottsdale Blvd.



Lee Road - Redevelopment Area

Lee Road - South Section

Chagrin Blvd. to Scottsdale Blvd.

Existing



Lee Road - South Section

Chagrin Blvd. to Scottsdale Blvd.



3-lane roadway with dedicated bike lanes

Lee Road - South Section

Chagrin Blvd. to Scottsdale Blvd.

East Side Parking

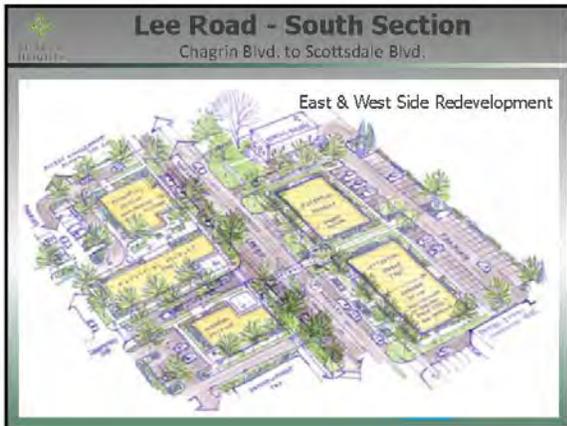
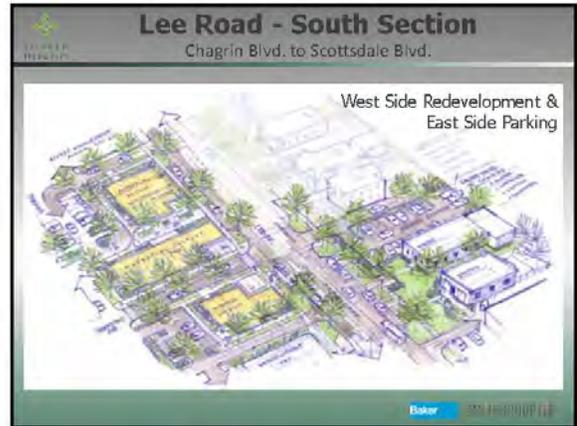


Lee Road - South Section

Chagrin Blvd. to Scottsdale Blvd.

East Side Redevelopment





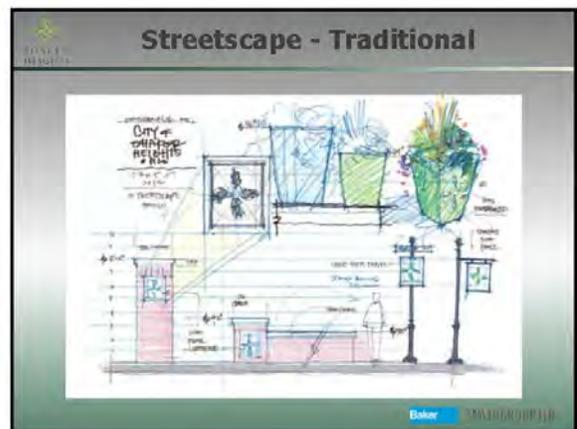
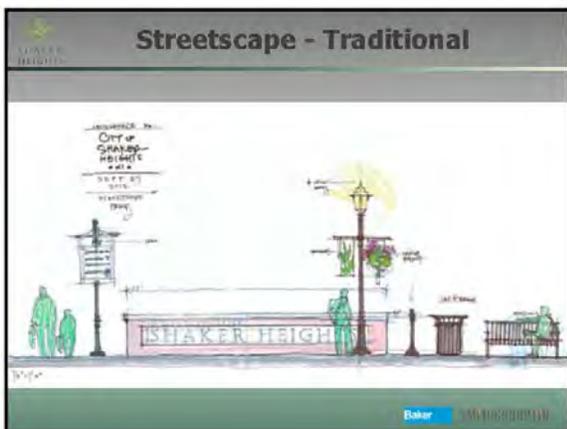
Streetscape Design

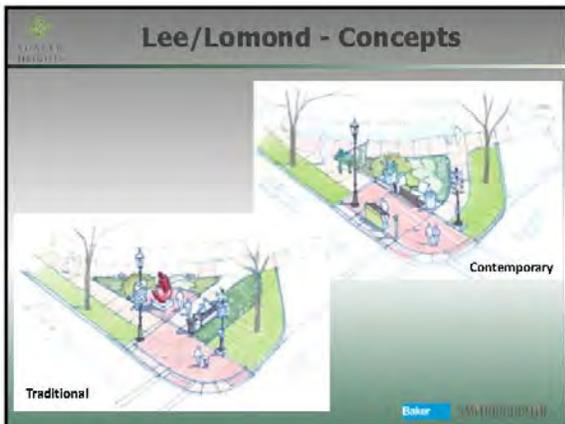
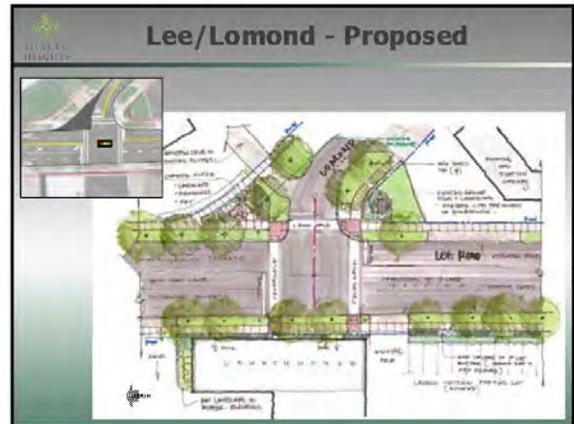
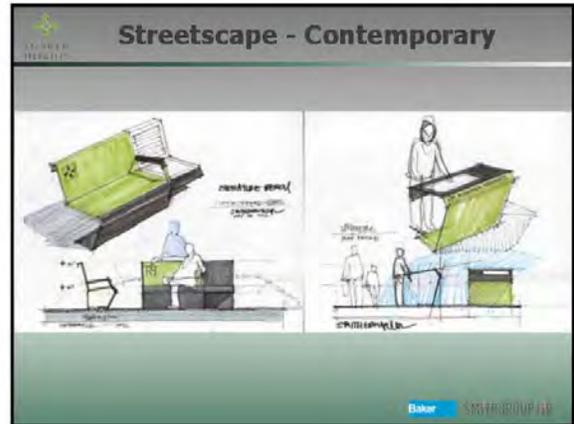
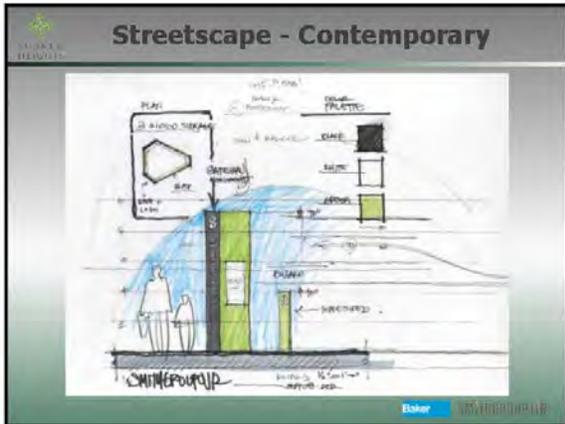
Aesthetics/Character

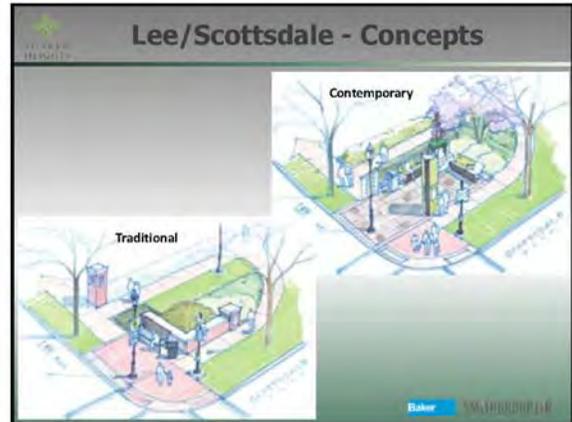
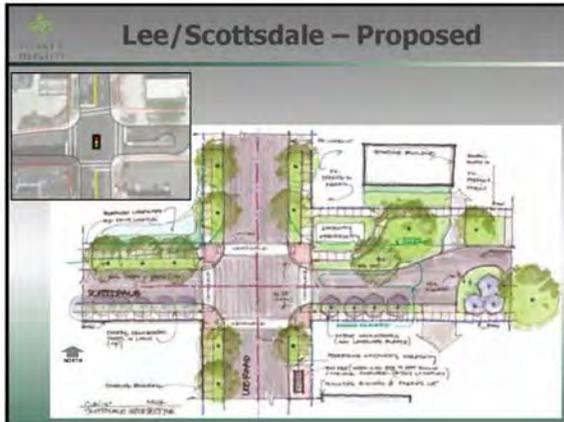
- Context + Setting (style, history, local)
- Materials Palette (brick, copper, etc.)
- Brand - Logos (color, font, Etc.)
- Expression - Traditional vs. Contemporary

Elements

- Hardscape
- Landscape
- Signage + Wayfinding
- Lighting
- Site Furnishings
- Special Features
- Public Art
- Stormwater







Meeting Sign-In Sheet

Lee Road Traffic Study and Corridor Plan
 Public Meeting #2 - Shaker Heights City Hall
 November 7, 2012



Name	Address	Email
AKIL HAMEED FASS Real Estate Svce	3705 Lee Rd Shaker Hts 44120	ahameed@fassmanagement.com
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Judy Strauss	3656 Strathmore	
JAMES RICHARDS	3886 LEE RD	JRICHARDS@CLEVELANDLIT/LEADERS.ORG
Kerry Moore	3697 Townday	Nmoore@aol.com

Lee Road Traffic Study and Corridor Plan
 Public Meeting #2 - Shaker Heights City Hall
 November 7, 2012



Name	Address	Email
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Lee Road Traffic Study and Corridor Plan
 Planning Commission Meeting/Public Meeting #2 Minutes
 November 7, 2012



Lee Road Traffic Study and Corridor Plan
 Public Meeting #2 – Shaker Heights City Hall
 November 7, 2012



Name	Address	Email
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Mike Lastey	2914 West Park	Michael; lastey@gmail.com
Al Foster	3569 Mendota Rd	Shaker Hts 44120
Dominique (Nikki) Muxx	2950 Paxton Rd.	kim7@case.edu
CARMELLA WILLIAMS	15725 SCOTTSDALE Ct	
Apple White	1414 HARVARD CLEVELAND Ohio	