



SHAKER
HEIGHTS

Lake-to-Lakes Trail Public Meeting #2

Wednesday, August 27, 2014
Shaker Heights City Hall
5:30-7 PM

AGENDA

- 5:30PM Welcome
- 5:35PM Presentation of Preliminary Engineering Plans
- 5:45PM Process, Budget and Review of Comments Received
- 6:00PM Public Comment and Discussion
- 7:00PM Meeting Adjourns

Meeting materials will be posted online
shakeronline.com
clevelandheights.com

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Lake-to-Lakes Trail: Crossing Options at Fairhill/East 127

Beacon	Function	Proposed Crosswalk Placement	Proposed Signal Placement	Cost	Consultant Recommendation
HAWK High-Intensity Activated Crosswalk	Signal stops vehicular traffic with red light	At intersection with E127*	3 signals: 1 on each side of Fairhill plus 1 on E127	~\$120,000	Yes, if cost not an issue; this option is over-designed for the existing levels of car and ped/bike traffic
RRFB Rectangular Rapid Flash Beacon	Flashing lights warn vehicular traffic that ped/bike is in the crosswalk	At intersection with E127	4 flashers: 1 on each side of Fairhill plus 2 in the median (one facing each direction)	~\$25,000-\$30,000	Yes, if cost and design equal

*Manual on Uniform Traffic Control Devices guidance recommends (but doesn't require) placing HAWK signal and crosswalk a minimum of 100' away from a side street regulated by stop sign; this would be located in the City of Cleveland

Considerations

- 12,700 average daily traffic (ADT) in 2012
- 100-400 estimated daily trail users
- Accidents: 24 accidents on Fairhill Road 2010-2013; no bikes or pedestrians involved.
- Public meeting feedback: key design concern was safe crossing of Fairhill

Lake-to-Lakes Trail

Public Input Meeting #1— June 16, 2014

Comments/Questions

The comments and questions listed below were contributed at the June 16 public meeting and via email after the meeting, and have been grouped by topic.

We record all comments and questions to inform the design process. Many of the questions/comments below are about project elements that are still to be designed in the next phase of engineering drawings. Federal grant funds are paying for the majority of the project; this requires the City to follow federal construction standards and processes, as administered by the Ohio Department of Transportation (ODOT). Before moving to the next phase of design engineering drawings, we must wait for ODOT comments, expected in late August.

Road Markings

- Can bicycle left turn lane be provided on Fairhill at East 127?
- Can sharrows be added to Fairhill for street riding?
- Add sharrows on Coventry between North Park and South Park.
- Work with the City of Cleveland to have a 3' wide bike lane on Kemper and Larchmere that connect to Shaker Square.
- Where bikes have to be on the road, add a bike lane (with a barrier) if there's enough room or sharrows in the middle of the lane.
- Consider 3 foot berth for bikes.

Trail Signage and Connections

- Can existing hiking trails in the woods be connected?
- At Coventry, provide signage warning cars about bikes at intersection.
- Include 10mph signs to discourage excessive bicycle speeds.
- Include historical explanations at rest areas about Doan Brook development.
- Include signage about trail etiquette, pass on left, etc.
- Add signs to Nature Center at Shaker Lakes starting at East 127.
- Add signage to Shaker Square.
- Add signage to the Larchmere District and improve biking on Larchmere.
- What is relationship with regard to RTA stops and trail heads?

Crossings and Intersections

- If extra funds are available, add HAWK signal at East 127.
- Include trail crossing/crosswalk and ped signals at South Park.
- Ped/bike actuated signal would be key to trail use; how can this be approved by ODOT? Such a signal is justified just north of MLK, why not at East 127?
- The current plan provides a crossing at Fairhill that does not have a stop light; instead, cyclists and pedestrians will activate blinking lights in the crosswalk. Crossing Fairhill without the benefit of a stop light is dangerous and will discourage use of the Lake to Lakes Trail. The City should provide a stop light to help cyclists and pedestrians – including children, the elderly, and disabled – safely make this long crossing on a road that has heavy traffic and is the site of some of our area's most aggressive driving.

- Eastbound cyclists currently have to make two crossings at the intersection of North Moreland, Fairhill, and South Park to proceed east on South Park. The City should include improvements so that only one crossing is required at that intersection.
- The bike crosswalk at the intersection of South Park, N. Moreland and Fairhill should extend from one side of Fairhill to the other and then continue to the other side of South Park. According to the City's Trail Alignment Plan, the bike crosswalk extends only from the north side of Fairhill to the median.

Trail Node Design

- Ensure that bike travel way remains clear in trail nodes.
- Add shade at rest areas.
- Commission a public art contest.
- Will any bike racks be included in the project?

Other

- Remove trench drains at Brook Road in the park; they are difficult to ride over.
- Maintenance? Will trail be plowed and salted?
- Is there a way to shield the existing hiking trail near the Coventry Road bridge?
- Use permeable pavement.
- Could we have a restroom?
- Include at least one water fountain or spigot.
- All pedestrian islands should have rounded edges so as not to catch bike tires as they pass through.
- The turning radius of South Park and Fairhill for motorists making a right turn onto South Park should be sharpened. This improvement will provide a safer and shorter crossing for cyclists and pedestrians using the bike/hike crosswalk as they come off of the Lake to Lakes Trail to connect to South Park or proceed down N. Moreland. The way that the crosswalk is currently set up puts pedestrians and cyclists in the path of motorists making a sharp right turn onto Fairhill. Most motorists turning right onto Fairhill from South Park only think to look left. This improvement can be accomplished with bollards.
- What is the City's plan to provide a safe crossing where the path narrows along the bridge over Fairhill? Specifically, what will be done to the bridge's railings so that they do not catch handlebars as cyclists make their way on that narrow section of path?

Additional feedback regarding design elements was obtained via a visual preference survey (red dot/green dot exercise) at the meeting. These preferences will be considered as the designer develops more detailed engineering drawings.